

THE
ANDREW SNOW, JR.
COLLECTION

#37 + (37A)

CHARLES TABER & CO.
IMPORTERS



MANUFACTURERS,

No. 45 Union Street, and No. 8 North Water Street,

NEW BEDFORD,



Keep constantly on hand a large assortment of every description of
NAUTICAL INSTRUMENTS.

Warranted Sextants, Quadrants, Spy Glasses, and Barometers, from the celebrated Manufactory of
and from other makers; Aneroid Barometers, French
and Glasses, Binnacle and Boat Compasses,
Compasses, Log Glasses, &c. &c., with

visited by Whalemens, (the best assortment for Whalemens, to be
and every description of NAUTICAL STATIONERY.

Work Shop to their establishment, (Entrance, No. 8 NORTH WATER STREET,
E. W. CHOATE, are now ready to attend to repairs of all kinds of Nautical

be carefully adjusted before delivery, and will be WARRANTED to the purchaser
on given, when necessary, in the adjustment of the Sextant.

Crew list as per Whalemens Whipping list
10/24/53

Capt Wm B Waterman
Mate Nathaniel P. Gray
2d - J. J. Wamsley
3d - Edw. May

Boys
Josi Atling
Anthony Wolford
Thos L. Crosby
Walter B. Greene
Sag Harbor.
Sunderland Me.
Barnstable Mass
Bethel Vt.

Copers
Karl Keisler
Wm H Wilson
Geo A. Wolman
John W. Roberts
Chas Dixon
John T. Fairchild
A. F. Strickland
Isaac McNear
John Newman
Isaac Saunders
E. Frank Wright
Alas. Myers
David Hills
John T. Stowell
John Lewis
Wm Reynolds
David Everett
Thos L. Palmer
Sam Prosser
Thos P. Loring
Thos A. Cummings
Geo. King
Valentine Stoughton
Chas. H. Loring
Thos. Saunders
My.
Prov. M.
Bedham.
Horseshole Pa.
Newark N.Y.
Lockport N.Y.
Newbury N.Y.
My.
Cornwall N.Y.
Saco Me.
My.
Haddam Ct.
Windsor Vt.
Lynn Mass.
"
Verona N.Y.
Tuscarora Pa.
Phila.
Springfield N.H.

Old Dartmouth



Historical Society

Ship Champion

336 tons

Sailed	Ret'd	Where	Captain	Agent	Whale	Sperm	Bone
6/13/44	3/3/47	NW Coast	Isaac J. Sanford *	J. D. Thompson	115	3100	14000
8/5/47	4/8/50	" " "	Parker	do	207	2819	23300
6/18/50	3/24/53	N. Pacific	Jos Bailey x	"	34	1001	16000
3/22/53	7/5/55	Pacific	Wm B Waterman	"	511	1841	27000
10/11/55	2/20/58	"	Nathl P Gray	"	85	1470	8000

☒ Sent home 90 Sperm

☉ " " 300 Whale 28700 Bone

Bought from Boston 1843

* Capt. Sanford injured by breaking of Tackle-pole and died from the effects 1845

x Capt. Bailey died at Hong Kong Feb 27 1852.

~~Thing she was sold to Edgartown in 1867~~
~~and lost in Arctic in 1874~~

In 1858 was laid up at Dartmouth for 1½ years and then sold to Francis Whilton, for Merchant-Service

\$2075.00

180) 8000 - 40.00
720
800
720
80

Ship Champions Log Book
Kept by H. P. Gray, first officer
Capt. Waterman Master H. P. 1874-5

ES

Ship. Champion of New Bedford Port and bound (Capt. M. M. M.)

Thursday, the 22nd of September A.D., 1853

The last part of these 24 hours light winds from the North & West with passing clouds at 9 A.M. took the anchor and went to sea from the port of New Bedford Capt. M. M. M.

Friday, the 23rd of September A.D., 1853

The first part of these 24 hours light winds from N.W. & clear with some passing clouds steering ship out from Beverly Bay at 2 P.M., the Pilot left us here then then south at 3 P.M., but we got out about 10 miles the middle part light winds from North the latter part fresh breezes from N.E. & clear steering ship S.W. & under all sail on a number of sails around the horizon

Saturday, the 24th of September A.D., 1853

The first part of these 24 hours fresh winds from N.E. & clear steering ship S.W. & under all sail first a number of sails were employed in ship, but the middle & latter part light winds from the North & East & clear steering ship S.W. & under all sail employed in fitting up the boats for whaling

Sunday, the 25th of September A.D., 1851

The first part of these 24 hours light air & calms with fine weather the middle part light breezes from N.W. & clear steering ship S.W. the latter part light air from North & clear steering the same under all sail on a number of sails in different directions around the horizon

Monday the 26th of Septem A.D. 1853

At 6 P.M. there 22 hours light wind from the North & clear sky
At 10 P.M. ship. S. & S.E., under all sail at 6 P.M.; strong breeze from N.W.
E. & squally. hauled the fore & main top. Gull sails and flying
jib the middle & lower parts the same steering ship. S. & S.E.
under double reefed top. sails little or with only going in down
ship.

Set by 45 36-50 W
Long by 45 64-38 W

Tuesday the 27th of Septem A.D. 1853

At 10 P.M. The first part of these 22
hours strong breeze from N.W.E. & squally steering ship. S. & S.E.
under double reefed top. sails the middle & lower parts the
same at 10 P.M., close reefed fore & main top. sails at
6 A.M., hauled the jib

Set by 45 35-25
Long yet none

Wednesday the 28th of Septem A.D. 1853

At 10 P.M. The first part of these
22 hours strong breeze from N.W.E. ship. under double
reef top. sails steering N.W.E. & S.E. middle & lower parts
the same at 10 A.M., turned the reefs out of the
top. sails

Set by 45 33-50 W
Long by 45 54-35 W

Thursday the 29th of Septem A.D. 1853

At 10 P.M. The first part of these
22 hours fresh wind from N.W.E. & S.E. with passing clouds
steering ship. S. & S.E. under all sail the middle & lower
parts light wind from N.W.E. & S.E. with a heavy swell
running from N.W.E. ship. heading N.W.E. close hauled under
sloop sail a few off duty sail

Set by 45 30-00 W

Friday the 30th of Septem A.D. 1853

At 10 P.M. The first part of these
22 hours light wind from S.E. & S.W. ship. heading along
on the wind with her starboard tacks under the middle & lower
parts fresh wind from the same & squally with
rain ship. under short sail close hauled heading N.W.E.

Set by 45 32-10 W
Long by 45 58-30 W

Ship. Champion of New Bedford outward bound left New Bedford
 Saturday the 1st of October A.D. 1853

Dec 22-50

24 hours light winds from S.W. by E, & squally ship. close hauled
 heading S.W. by E, under double reefed top sails at 9 P.M. got a
 fresh breeze from N.W. & clear steer a course East in place
 in getting the boat the middle & better parts strong winds from
 N.W. by E, & squally steering ship East under double reefed top
 sails quite a number of duty sick

Set 1/2 lbs 33-44 d

Long got none over

Sunday the 2nd of October A.D. 1853

24 hours fresh breezes from N.W. by E with passing clouds steer-
 ing East under easy sail the middle & better parts light winds
 from the same & clear steering ship East under all sail for 4
 of duty sick

Set 1/2 lbs 32-30 d

Long 1/2 lbs 53-36 m

Monday the 3rd of October A.D. 1853

24 hours light winds from N.W. by E clear steering ship S.W.
 under all sail with a heavy swell running from N.W. by
 the middle & better parts light breeze from S.W. by E, & clear
 ship. close hauled heading S.W. by E under all sail for
 in a two sails at a distance two or three off duty
 sick

Re 24-20

Set 1/2 lbs 34-50

Long 1/2 lbs 52-00 m

Tuesday the 4th of October A.D. 1853

of these 24 hours light winds from S.W. by E, & clear ship.
 close hauled heading S.W. by E under all sail employed in
 getting the rigging the middle & better parts fresh winds
 from S.W. by E, & clear steering ship S.W. by E, under all sail
 at 10 P.M. the boat, however, 1 person wholes the
 forward part got fast to one killed him and
 brought him along side

Set 3/4-00 d

Long 1/2 lbs 50-10 m

Boat arrived for Champion whaler



Ship Blamphor of Am. B. & F. Co. and bound Oct 15

Wednesday the 5th of October A.D., 1853

The first part of these 27 hours fresh breeze from N.W. & clear ship. being to under short sail with a large spanm. uphole along side on one side only along at a distance the middle & latter parts light air on colors with passing showers of rain employed in cutting a large spanm. whale
let get more

Thursday the 6th of October A.D., 1853

The first part of these 24 hours light air & colors ship. being to under short sail employed in cutting a spanm. whale at 6 P.M., got supper and let the head hang along side over night the middle & latter parts fresh breeze from N.W. & clear ship. being to a spanm. whale at 10 A.M., finished cutting. Let 4652-24 m
long by 46049-33 m

Friday the 7th of October A.D., 1853

The first part of these 27 hours fresh breeze from N.W. & clear ship. being to under double reefed top-sail at 6 P.M., started the yards the middle & latter parts fresh breeze from N.W. & clear ship. being to under double reefed top-sail employed in boiling out spanm. oil
let 46635-42 m
long by 46047-36 m

Saturday the 8th of October A.D., 1853

The first part of these 27 hours fresh breeze from N.W. & clear ship. being to under double reefed top-sail employed in boiling out oil the middle part the same the latter part strong winds from N.W. & clear with a heavy swell running from S.W., employed in boiling out oil
let 46640-40 m

Bar 29.70

Sunday the 9th of October A.D., 1853

The first part of these 27 hours fresh breeze from S.W. & clear ship. being to under short reefed top-sail & fair sail on middle & latter part the same with some rain after latter part fresh breeze from the East & clear ship. being to under short sail employed in boiling out oil (46640-40 m)

Waterman Master A. D., 1853

Monday the 10th of October A. D., 1853

The first part of these 24 hours strong breezes from S. W. E. & with passing clouds ship-
lying to under close reef main top-sail & fore sail heading
North employed in hauling out spruce oil the middle & better
parts the same employed in hauling out oil ship-lying to under
that sail heading to the North

Set by 16 36 56 W.
Long by Chron 75-41 W

Tuesday the 11th of October A. D., 1853

The first part of these 24 hours fresh breezes from S. W. E. & clear ship- short hauled
heading S. E. under double reef top sails at 1 P. M. finished
hauling the middle & better parts fresh winds from S. W. E. & clear
ship under easy sail heading along on the wire with her barbed
tacks aboard employed in ship's duty

Set by 16 36 56 W

Wednesday the 12th of October A. D., 1853

two in three of duty sick these 24 hours light winds from the north, & clear steering
ship S. W. E. under all sail the middle & better parts light air
& calm employed in ship's duty

The first part of
Set by 16 36 56 W

Thursday the 13th of October A. D., 1853

The first part of these 24 hours light wind & calm, thick mist hanging across the
horizon employed in running to the ship the
middle & better parts fresh breezes from S. W. E. & squally with some
rain ship- close hauled heading East under all sail two
of duty sick on one sail steering to the South & East
employed in fitting the ship's rigging

Set by 16 36 56 W
Long by Chron 72-11 W

Friday the 14th of October A. D., 1853

The first part of these 24 hours light winds from South & clear ship- close hauled heading
S. W. E. under all sail the middle & better parts the same
employed in -hauling out oil

Set by 16 36 56 W
Long by Chron 70-19 W

Ship Champion of New Bedford outward bound
Saturday the 15th of October A. D., 1853

The first part of these 24 hours light winds from South & clear steering ship E. S. E., & wind layed in baffling sail the middle & latter part light winds from the west & clear steering ship E. S. E. at 8 o'clock, hauled the Boats for black fish with no success implied in baffling sail two or three off by side
Set by 36-28 N
Sail by 36-29-1 N

Sunday the 16th of October A. D., 1853

The first part of these 24 hours light winds from the west & clear steering ship E. S. E., & with fine weather the middle & latter part light winds from W. S. W., & clear steering ship E. S. E., under all sail
Set by 36-30 N
Sail by 36-31 N

Monday the 17th of October A. D., 1853

The first part of these 24 hours light winds from W. S. W., & clear steering ship E. S. E., & with fine weather under all sail at a first ahead the middle & latter part fresh winds from W. S. W. & clear steering the same
Set by 36-31 N
Sail by 36-32 N

Tuesday the 18th of October A. D., 1853

The first part of these 24 hours fresh breezes from W. S. W., & clear steering ship E. S. E., under all sail the middle & latter part fresh breezes from the same & clear steering the same
Set by 37-15 N
Sail by 37-16 N

Wednesday the 19th of October A. D., 1853

The first part of these 24 hours fresh breezes from W. S. W. & squally with some rain, under all sail steering to the East the middle & latter part light west & clear steering the same steering to the East with fine weather under all sail steering to the East
Set by 37-12 N
Sail by 37-13 N

Capt Waterman Master A. D. 1853

[7]

Thursday the 20th of October A. D. 1853

The first part of these 24 hours light air & calm in day in evening & hawking yards on a sail steering to the East & I worked under all sail at 4 P.M. got a light wind from S.W. & steered ship. N.E. under all sail the middle & little parts fresh breezes from N.W. & with sparring down which it gives steering ship. N.E. under all sail at 12 P.M. on the land bearing South East about 25 miles

Friday the 21st of October A. D. 1853

The first part of these 24 hours strong breezes from all parts & squally ship on different tracks having off and on near by the Island of Cayall on the at 5 P.M. the N.E. part of Cayall dit about 5 miles bearing N.W. & P.M. Breeze & N. breeze in sight thick heavy squalls blowing on the main ship. under close reefed top - only the middle & little parts fresh breezes from the same & squally ship on different at daylight ship. ship on the N.E. side of Cayall dit about 8 miles at 9 A.M. found a part of the Capt. went ashore and dit about 12 miles ship. working up to the harbor from the East -

Saturday the 22nd of October A. D. 1853

The first part of these 24 hours fresh winds from N.W. & clear ship - having off and on about Cayall harbor at 3 P.M. bore about 40 bars of Spanish oil & received some recruits from shore the same time that at 7 P.M. the Capt. came off from ashore aboard we then shaped our course to the south the middle & little parts strong winds from N.W. & clear steering ship. N.E. & East under easy sail at daylight sight Terceira bearing E.N.E. dit about 80 miles steering ship. N.E. it name the land dit about 10 miles bearing N.E.

Ship. Champion of New Bedford cut away bound left
 Sunday the 25th of October A.D. 1853

The first part of these 27
 hours fresh winds from the north & squally ship - in different
 tacks at 1 P.M. we were under way for the last in company
 with the William ^{Walt} & Swift of New Haven with
 no success the Swift being 1000 lbs ^{weight} three years out in a canoe
 at 5 P.M. the Island Severin was last left about 20 miles
 the middle & last parts strong breezes from N.W. & squally
 steering ship to the south wind stays in two sails
 at a bit also had left about 15 miles having but at
 9 A.M.)

Set 1/2 6637-1800
 long got none

Monday the 27th of October A.D. 1853

The first part of
 these 27 hours strong breezes from N.W. & squally steering
 ship - 2 P.M. under stays the middle & last parts fresh winds
 from N.W. & clear steering ship. 4 P.M. under all sail
 employed in shortening the decks

Set 1/2 6634-2000
 long 1/2 66027-2000

Tuesday the 25th of October A.D. 1853

The first part of these
 27 hours fresh winds from N.W. & squally steering ship - 4 P.M.
 under all sail employed in shortening the decks the middle
 & last parts fresh winds from N.W. & squally steering
 ship - 4 P.M. under all sail at 7 P.M. we were under
 bound the boats the long boat got fast to one and
 lost her line came down got another line went off and
 got fast to the same whole again some after another boat
 got fast to the whole the whole then ran in
 out of lines and went off to the north faster than
 the boats could pull with five lines and so lost them
 five lines

Set 1/2 6630-1800
 long got none in

Swim whole in sight

Waterman Master A. D., 1853

[9]

Wednesday the 25th of October A. D., 1853

The first part of these 24 hours fresh winds & squally shif. on different tacks the boats chasing sperm whales with no success the middle & better parts fresh winds from N.W. & squally steering ship. South under top sails employed in evading new lines in the tubs having lost all the times the day before by a sperm whale lat^y 40° 31-40° 45' long^y 110° 22-30' W

Thursday the 27th of October A. D., 1853

The first part of these 24 hours fresh breezes from N.W. & clear steering ship. S.W. & under all sail employed in hauling & knotting yards the middle & better parts light breezes from N.W. & clear steering the same employed in hauling & knotting yards and picking sperm whale lat^y 40° 29-30° 45' long^y 110° 21-30' W

Friday the 28th of October A. D., 1853

The first part of the 24 hours light winds from N.W. & clear steering ship. S.W. & under all sail employed in springing the middle & better parts the same employed in ship. duty lat^y 40° 28-40° 45' N

Saturday the 29th of October A. D., 1853

The first part of these 24 hours light breezes from N.W. & clear steering ship. S.W. & under all sail the middle & better parts the same employed in ship's duty lat^y 40° 26-55' N long^y 110° 19-13' W

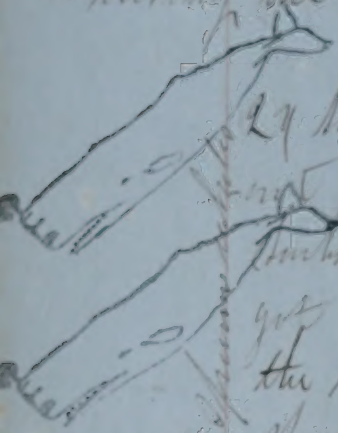
Sunday the 30th of October A. D., 1853

The first part of these 24 hours light winds from N.W. & clear steering ship. South under all sail the middle & better parts light breezes from the East & squally steering ship. to the south & under all sail lat^y 40° 26-55' N

Ship Champion of New Bedford returned home A, D,
Monday the 31st of October A, D, 1853

The first part of these 24 hours light breeze from the North & squally ship heading to the south and under all sail the middle & better part of the same employed in looking after your & hunting game

Tuesday the 1st of November A, D, 1853



The first part of these 24 hours fresh breeze from the North & squally ship on different tack at 1 P.M. the long haul for sperm whales the Durham boat got fast to one more after the West boat got fast to another & brought them both to the ship the middle & better part of the same ship being by a L. two sperm whales at 7 A.M. commenced cutting off blubber

Wednesday the 2nd of November A, D, 1853

The first part of these 24 hours light winds from the North & squally ship being by a sperm whale at 4 P.M. finished cutting the middle & better part light winds from E. S. E. & clear steering ship S. W. under easy sail at 8 P.M. started the whale

Thursday the 3rd of November A, D, 1853

The first part of these 24 hours light winds from E. S. E. & clear steering ship to the south and under all sail employed in looking out for the middle & better part light winds & calm employed in looking out for sperm oil with fine weather

Friday the 4th of November A, D, 1853

The first part of these 24 hours light winds & calm employed in looking out for the middle & better part light winds & calm ship working to the south at 6 P.M. finished looking

Set of log 23-09 d
Long by time 19-20 m
Set of log 21-40 d
Long by time 17-59 m
Set of log 20-22 d
Long by time 18-52 m

1853 Sept Waterman Master) (J D Thomson) (11)

Saturday the 5th of November A.D. 1853

The first part of these 24 hours light winds from N.E., & clear steering ship. Noon, under all sail little or nothing going on aboard ship. The middle & latter parts light winds from N.E., & clear steering ship. Noon, under all sail.

Set by 6 1/2
Long by 6 1/2

Sunday the 6th of November A.D. 1853

The first part of these 24 hours light winds from N.E., & clear steering ship. Noon, under all sail at 4 P.M., spoke the Barque Emily of West port 10 months ago. The middle & latter parts fresh winds from N.E., & clear steering ship. The same under all sail as a sail steering the same.

Set by 17-08. 1/2
Long by 6 1/2 19-24 m

Monday the 7th of November A.D. 1853

The first part of these 24 hours fresh breezes from N.E., & clear steering ship. Noon, under all sail as two sails steering to the south. The middle & latter parts fresh winds from E.N.E., & clear steering ship. Next under all sail employed in putting the rigging.

Tuesday the 8th of November A.D. 1853

The first part of these 24 hours fresh winds from E.N.E., & clear steering ship. Noon, under all sail the middle & latter parts fresh breezes from N.E., & clear steering ship. Noon, under all sail employed in running & knotting yards.

Set by 13-35 1/2
Long by 6 1/2 22-57 m

Wednesday the 9th of November A.D. 1853

The first part of these 24 hours fresh winds from N.E., & clear steering ship. Noon, under all sail the middle & latter parts fresh winds from the N.E., & clear steering ship. The same as the sails working to the wind. employed in hoisting sail.

Set by 11-20 1/2
Long by 6 1/2 24-40 m

Ship- Champion of the Ruff out of bound A, D,
Thursday the 10th of November A, D, 1853

The first part of these 24 hours strong winds from E. N. E, & clear steering ship. Southward all sail simply in stemming down with the middle & little part, strong winds from the same & with passing clouds steering ship. the same wind all sail simply in stemming and knotting yards.

Friday the 11th of November A, D, 1853 Let 1/2 lbs 9-35 1/2
Long 1/2 lbs 27-09 1/2
The first part of these 24 hours strong winds from E. N. E, & clear with passing clouds steering ship. Southward all sail on one sail steering to the southward. The middle & little part clear with fine rain the little part light winds from the south with rain ship- in different tracks

Saturday the 12th of November A, D, 1853 Let 1/2 lbs 27-09 1/2
Long 1/2 lbs 27-09 1/2
The first part of these 24 hours light winds & changeable with rain ship- in different tracks on a sail the middle & little part light air & calms with rain on two sails at a distance

Sunday the 13th of November A, D, 1853 Let 1/2 lbs 27-09 1/2
Long 1/2 lbs 27-09 1/2
The first part of these 24 hours light air & calms with passing clouds simply in stemming of ship- in fine on three sails at a distance, the middle & little part light air & calms with rain on one sail

Monday the 14th of November A, D, 1853 Let 1/2 lbs 27-09 1/2
Long 1/2 lbs 27-09 1/2
The first part of these 24 hours light air & calms with rain on one sail the middle & little part, light air & calms on one or two sails at a distance

Let 1/2 lbs 6-10 1/2
Long 1/2 lbs 215 1/2

1853, Capt Waterman Master)

[13]

Tuesday the 15th of November A.D., 1853

The first part of these 24 hours light air & calm at 10h, sent a boat on board the French Frigate for pieces of Bird's nests with paper to put letters on board for the stores the middle & latter part light air & calm with passing showers of rain & fast a exchanged signals with a French Frigate now by simply in setting up rigging.

Wednesday the 16th of November A.D., 1853

The first part of these 24 hours light air & calm with passing rain showers one sail in sight little or nothing going on aboard ship. the middle & latter part light air from the East & clear ship heading to the south & simply in drawing & shooting zones in a number of sails around the horizon Sthly 5-94 N longly 6h 21-44 m

Thursday the 17th of November A.D., 1853

The first part of these 24 hours light air from the East & clear ship heading to the south under all sail simply in turning the head gave the middle & latter part light air & calm with passing rain showers simply in putting the rigging.

Friday the 18th of November A.D., 1853

The first part of these 24 hours light air & calm with passing rain showers in three sails at 10h the middle part the same the latter part fresh winds from S.W. & with passing squalls ship close hauls heading S.W. under all sail in a number of sails around the horizon in different tack according to the weather.

Saturday the 19th of November A.D., 1853

The first part of these 24 hours fresh winds from south & squalls ship heading S.W. the middle & latter part fresh winds from south & calm the latter part fresh winds from S.W. and squalls with rain ship heading S.W. under all sail simply in ship's deck.

Remarks on board Ship Champion of New Bedford entered
Sunday the 20th of November A.D. 1853

24 hours light winds from N.E. & with passing rain squalls and
fog in ship's bay. The middle & better parts light breezes from
S.E. & squally ship heading to the southward under all sail in
two sails one steering to the starboard and all sail

Monday the 21st of November A.D. 1853

24 hours light winds from N.E. & clear ship close hauled
heading S.W. by S. under all sail two sails in sight the middle
& better parts fresh winds from the S.W. & squally with rain
ship close hauled heading S.W. under all sail for one sail
employed in setting down fore mast

Tuesday the 22nd of November A.D. 1853

24 hours fresh winds from S.W. & squally with some rain ship
heading to the S.W. under all sail employed in setting up the
main boom rigging the middle & better parts light winds from
the S.W. with some rain ship on different tack making
to the southward under all sail

Wednesday the 23rd of November A.D. 1853

24 hours light winds from South & clear ship heading in the
wind to the westward under all sail employed in setting down
the fore rigging the middle & better parts light winds from S.E.
& clear with passing rain squalls ship heading to the southward
under all sail in a number of sails heading to the southward
under all sail at 10 P.M. found the last few black fish
the star board boat got fast to them and took them along side

2 black fish
Black fish aboard

A. D., 1853 Capt Waterman Master

Thursday the 24th of November A. D., 1853

The first part of these 24 hours light air from S. S. E. & clear ship. on different tacks black fishing on a number of sails working to the southward under all sail the middle & better parts fresh breeze from the southward with passing rain squalls little or nothing going on aboard ship on a number of sails standing to the northward and steering to the northward under all sail

Lat by Obs 1-20 North
Long by Chron 22-51 West

Friday the 25th of November A. D., 1853

The first part of these 24 hours fresh winds from S. E. & with passing rain squalls two sails in sight standing to the southward & westward ship heading to the S. W. under all sail the middle & better parts fresh breeze from S. S. E. & S. E. with passing clouds steering ship along on the wind with two backboard tacks aboard on a number of sails heading the same under all sail employed in heaving out black fish oil

Lat by Obs 1-22 North
Long by Chron 24-32 W

Saturday the 26th of November A. D., 1853

The first part of these 24 hours fresh winds from S. S. E. & S. E. with fine weather steering ship along on the wind with two backboard tacks aboard on three sails heading the same under all sail employed in drawing & heaving out the middle & better parts the same with fine weather employed in drawing & heaving out on the early part a breeze steering the same

Lat by Obs 1-24 N
Long by Chron 25-42 W

Sunday the 27th of November A. D., 1853

The first part of these 24 hours fresh winds from S. S. E. & clear ship. short hauled heading S. W. under all sail one sail in sight the middle & better parts the same on two sails heading the same

Lat by Obs 3-35 N
Long by Chron 27-23 W

Remarks on Lean Ship Champlain of New Bedford
Monday the 28th of November A. D., 1853

The first part of these 27 hours light winds from N. E. & clear ship. Standing to the
sea under all sail on one sail heading the same the middle
& better part fresh winds from N. E. & clear steering the same
unemployed in getting down the lower rigging. Lat. 45° 25' north
Long. 28° 25' west

Tuesday the 29th of November A. D., 1853

The first part of these 27 hours fresh winds from N. E. & clear steering in the wind with
the fore and main tacks down unemployed in getting down the fore top sheet
rigging the middle & better part fresh breezes from N. E. & clear
with fine weather ship. Standing along on the main
with the fore and main tacks down on one sail heading the
same under all sail unemployed in getting down

Wednesday the 30th of November A. D., 1853

Lat. 45° 30' 00"
Long. 29° 06' 00" W
The first part of these 27 hours fresh winds from N. E. & clear steering ship. All day
under all sail unemployed in getting down on one sail
steering the same the middle & better part fresh winds from
N. E. & clear steering ship. All day under all sail at 4 P. M.
spoke a Champlain bound to Barnstable with the
Yellow letter down two had sailed with it

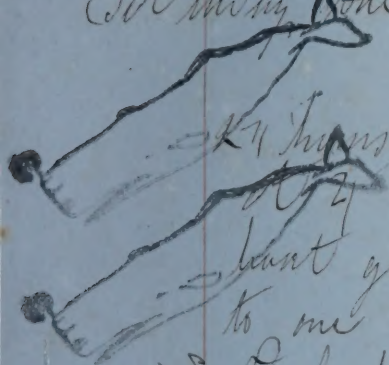
Thursday the 1st of December A. D., 1853

Lat. 46° 25' 00"
Long. 31° 56' 00" W
The first part of these 27 hours fresh winds from N. E. & clear steering ship.
All day under all sail on one sail steering to the south
the middle & better part fresh breezes from the East with
fine weather steering ship. All day under all sail
on one sail steering to the south at 1 P. M.
Lat. 47° 00' 00"
Long. 31° 56' 00" W

Being out on a Whaling Voyage Capt. Nathaniel Master
Friday the 2nd of December A.D., 1853

The first part of these 24 hours fresh winds from the North with fine weather steering ship. 5 AM & under all sail employed in getting down the top masts rigging on one sail steering to the South the middle & better parts fresh winds from NE, E & clear steering ship. 5 AM & under all sail employed in getting down the fore rigging

Saturday the 3rd of December A.D., 1853 Set by 15-49



The first part of these 24 hours fresh winds from NE, E clear steering ship. 5 AM & under all sail employed in getting down the top masts rigging on one sail steering to the South the middle & better parts fresh winds from NE, E & clear steering ship. 5 AM & under all sail employed in getting down the fore rigging

Sunday the 4th of December A.D., 1853 Long got some over on

The first part of these 24 hours strong breeze from North & squally steering ship. 5 AM & under easy sail at 7 PM started the whales the middle & better parts Whales & echos employed in hauling out oil on one sail

Monday the 5th of December A.D., 1853 Long got some

The first part of these 24 hours light air & echos with passing clouds, employed in hauling out oil the middle & better parts Fairly with some rain making ship to the sea, 5 AM under all sail on two sails at a distance little or nothing going on board ship.

Do 16 over

Remarks on board Ship *Champion* of New Bedford out on
Tuesday the 6th of December A.D., 1853

The first part of
three or four hours light wind & calm from S.E., & then with a thin
rain or mist employed in cleaning the fore beam sail out of the
jibs the middle part light winds from S.E., & squally with
passing showers of rain the little part light winds from S.W.
& with passing showers of rain then in A.M. by 10 made all sail
so we went at a distance. Bells crew

Wednesday the 7th of December A.D., 1853

The first part of
three or four hours light winds from the north & calm ship in
the fore beam sail, then the middle & latter part fresh
winds from S.E. & S.W., & calm with some rain, then in A.M. by 10
made all sail little or nothing going about ship.

Thursday the 8th of December A.D., 1853

The first part of three
or four hours fresh winds from the East & S.E. & calm, then in A.M. by 10
made all sail employed in getting down the fore beam
sail, then the middle & latter part fresh winds from S.E. & S.W., &
calm, then in A.M. by 10 made all sail employed in
striking some spinnail between decks. Let down 24-25
Sails 35-47 m

Friday the 9th of December A.D., 1853

The first part of three
or four hours fresh winds from S.E. & S.W., & calm with rain, then in
A.M. by 10 made all sail employed in hauling out small
stows from the after hatch the middle part fresh winds from
South & calm, then in the same the little part strong winds
from N.E. & S.W., & squally with passing clouds ship heaving to the
wind.

Let down 27-29
Sails 37-49 m
Let down 26-28 m

born A. D. 1853 Capt Waterman Master

[19]

Saturday the 10th of December A. D. 1853

The first part of these 24 hours strong winds from south & clear ship standing to the north under top-sails employed in rising up the old fore sail the middle & latter parts strong winds from S.E. & clearing the ship under top-sails employed in making small zig-zag.

Sunday the 11th of December A. D. 1853

The first part of these 24 hours strong breezes from S.E. by E & with passing clouds steering ship under top-sails & the top-gall sail & flying jib employed in making off the ship in side the middle & latter parts strong winds from the East & clear steering the same under all sail on one sail standing to the north under easy sail.

Monday the 12th of December A. D. 1853

The first part of these 24 hours fresh winds from the East & clear steering ship under all sail the middle & latter parts light winds from E by E & clear steering the same under all sail employed in putting ship.

Tuesday the 13th of December A. D. 1853

The first part of these 24 hours light winds from the East & clear steering ship under all sail the middle & latter parts fresh winds from S.W. & clear steering ship under all sail.

Wednesday the 14th of December A. D. 1853

The first part of these 24 hours strong winds from S.E. & clear steering ship under all sail employed in making out small steers the middle & latter parts light winds from S.W. & clear steering ship the same employed in ships work.

Remarks on board ship. Champion of New Bedford
Thursday the 17th of December A.D., 1853

The first part of three
24 hours pleasant breeze from S.W. & S. clear steering ship. sails
under all sail the middle & better part fresh winds from N.W. & E,
& clear steering ship. sails under all sail in fitting
ship. at 4 1/2 36-30 &
Sails by 4 hrs 27-29 m

Friday the 18th of December A.D., 1853

The first part of three
24 hours fresh winds from North under all sail steering ship. sails
in flying in sweeping the tar from the yards the middle & better
part fresh winds from North & S.W. & E, steering ship. sails
under all sail with rain at 4 1/2 36-30 &
Sails by 4 hrs 27-29 m

Saturday the 19th of December A.D., 1853

The first part of
three 24 hours strong breeze from S.W. & S. clear steering ship. sails
under all sail at 4 P.M. for sperm whales toward
the boat the boat got fast to the same after the
long haul got fast to the same whole and took him
along side at 8 P.M. spoke the ship. Champion of New
Bedford & Bogue (made of pure sperm) 70 days from
home clean the middle & better part being a large sperm
whole at daylight commenced cutting it being so large had
to give it up until the weather mended then in
from S.W. & E and equally at 10 P.M. spoke the Bogue Shal
of New Bedford with 30 tons aboard at 11 1/2 36-30 &
Sails by 4 hrs 27-29 m

Sunday the 20th of December A.D., 1853

The first part of three
24 hours strong breeze from S.W. & S. clear steering ship. sails
under all sail at 4 P.M. hooked on to the whole and
cut the head off it being very large at the time the middle
& better part strong breeze from S.W. & E, steering ship. sails
under all sail it being light hooked on to the whole again
and commenced cutting at 4 1/2 36-30 &
Sails by 4 hrs 27-29 m

[21]
Capt (Veteran Master) (captain) bound A.D., 1853

Monday the 19th of December A.D., 1853

The first part of these 24 hours fresh winds from S by W, & clear ship. under double reefed top-sails at 4 P.M., finished cutting close on wheels going quick to the wind at 5 P.M., started the works on both off duty under the middle & better parts light winds from S.W. & calms implied in hauling out oil ship. under easy sail. Lat 46° 38-39 N Long 4° 40-41 W

Tuesday the 20th of December A.D., 1853

The first part of these 24 hours light air & calms with fine weather in place in hauling out oil the middle & better parts strong winds from W.S.W. & clear steering ship. to the southward under easy sail employed in hauling out oil. Lat 46° 40-41 N Long 4° 41-42 W

Wednesday the 21st of December A.D., 1853

The first part of these 24 hours light winds from the west & clear ship. Standing down to the southward under easy sail employed in hauling out oil the middle & better parts light air from the west & clear at 12 P.M., finished hauling ship. Standing to the southward under all sail. Lat 46° 41-42 N Long 4° 42-43 W

Thursday the 22nd of December A.D., 1853

The first part of these 24 hours light air from W.S.W. & clear steering ship. under all sail employed in hauling out the main haly the middle & better parts light air from W.S.W. & clear steering ship. the same employed in steering down from oil. Lat 46° 42-43 N Long 4° 43-44 W

Friday the 23rd of December A.D., 1853

The first part of these 24 hours fresh winds from the west & squally steering ship. to the southward at 4 P.M., double reefed the fore & main top-sails employed in steering down oil the middle part strong winds from S.W. & clear steering ship. with passing squalls ship. on the starboard stocks close hauled 50-52 W. under double reefed top-sails the latter part light winds from S.W. & clear employed in steering down oil at 11 P.M. under all sail. Lat 46° 43-44 N Long 4° 44-45 W

Remarks on board Ship. Champion of New Bedford left
Saturday the 24th of December A. D. 1853

The first part of these
24 hours strong winds from South & clear steering ship. in the
wind catch her lachard tacks aboard ship. under every sail the middle
& little parts strong winds from South & clear steering ship. the
same little or nothing going on aboard ship.

Sunday the 25th of December A. D. 1853

The first part of these 24
hours fresh winds from S.W. & clear at 4 P.M. tacked to the
Southward & Eastward under all sail employed in washing off ships
in side the middle part strong winds from the North with
fading clouds steering ship. 8 P.M. under top sails the little
part strong winds from S.W. & clear ship. last hauled heading
S.E. & under top sails at 9 P.M. sent down the fore top sail &
hust another to the gun the old one being short and somewhat torn

Monday the 26th of December A. D. 1853

The first part of these 24
hours strong winds from S.W. & clear ship. last hauled heading S.E.,
under double reefed top sails the middle part strong winds from S.W.
& clear ship. last hauled heading west the little part the same
with fading squalls

Tuesday the 27th of December A. D. 1853

The first part of these 24
hours strong winds from S.W. & clear ship. last hauled heading
S.E., under top sails & main top. Full sail the middle part
strong winds from South & squally at 10 P.M. double reefed the top sails
some of the commenced tacking in sail and at 11 P.M. home to wind
steering ship. heading S.E. & E
the little part the same

B 29-40

Waterman Master) Cont'd. bound N. P. 1853

Wednesday the 28th of December A. D. 1853

Means which are not yet

The first part of these 27 hours strong breeze from the south & squally ship. going to under storm sails heading S by E, the middle part the same the latter part light winds from south & clear ship. standing down on the wind with her larboard tacks aboard at 9 P.M. so spinnaker whelps hauled the boats for them with no success the whelps going quick to the wind

Wells over

Thursday the 29th of December A. D. 1853

The first part of these 27 hours light winds from the north & clear steering ship. on the wind with her starboard tacks aboard two men off duty sick the middle part strong breeze from N.W. & clear steering ship. S.W. at 10 P.M. took in top-sails at 12 P.M. double reefed top sails the latter part the same at 10 P.M. the wind came out to the south & I hauled away to a fresh breeze turned the reefs out of the top sails at 10 P.M. blowing on strong again double reefed the top sails again

Set by 47-25 S
Long by 57-54 W

Friday the 30th of December A. D. 1853

The first part of these 27 hours fresh winds from the south & clear ship. about half heading N.W. under double reefed top-sails employed in mending another clothes for the house the middle & latter part a light winds from the north & clear ship. heading to the south & I went under all sail but a new main top-sail sent in the fore and bent another to the stay Set by 47-25 S
Long by 59-09 W

Saturday the 31st of December A. D. 1853

The first part of these 27 hours light winds from N.W. & thick hazy steering ship. S.W. under all sail standing south below & I aloft the middle part light winds from north & hazy steering the same the latter part fresh winds from N.W. & clear steering ship. S.W. Set by 48-25 S
Long by 60-19 W

Remarks on board Ship Champion of Peru

Sunday the 1st of January A.D. 1853

The first part of these 24 hours fresh breeze from N.W. & clear steering ship. S.W. under all sail one hour off duty, with the middle & better part strong breeze from N.W. & clear with passing clouds. No clouds

Monday the 2nd of January A.D. 1853

Lat - 10

The first part of these 24 hours light winds from the north with some rain. S.W. close hauled heading S.W. under all sail at the middle & better part light winds with fine weather the first part light winds from N.W. & clear the fore part strong winds from N.W. by N. & clear steering ship. S.W. under all sails employed in mending. At 10 AM the fore part of the fore sail & part of the main sail set & the fore part of the fore sail & part of the main sail set & the fore part of the fore sail & part of the main sail set

Tuesday the 3rd of January A.D. 1853

The first part of these 24 hours light winds from N.W. & clear steering ship. S.W. under all sail employed in mending. At 10 AM the fore part of the fore sail & part of the main sail set & the fore part of the fore sail & part of the main sail set & the fore part of the fore sail & part of the main sail set

Wednesday the 4th of January A.D. 1854

The first part of these 24 hours strong winds from N.W. & clear steering ship. S.W. under all sail the middle part light winds from N.W. & clear steering ship. S.W. under all sail at 10 AM, on the land bearing S.W. by S. At 10 AM the fore part of the fore sail & part of the main sail set & the fore part of the fore sail & part of the main sail set & the fore part of the fore sail & part of the main sail set

Terra Del Oro

Lat 10 54-20 S
Long 160 55-58 W

Capt. Motman Master out of harbor D, D, 1853

Thursday the 5th of January D, D, 1854

land
Dec 29-55
at 8 PM
Dec 29-50
in a fall

The first part of these 24 hours light winds from W by N & cloudy steering ship. Port under all sail at 4 PM, the extremes of the land was 6 to 8 miles to south and so on to west the nearest dist about 20 miles at 7 PM, ship in the straits of Le Maire. Lima Del fuego having the best most point seen dist about 6 miles. At ten PM the next most point being E by N dist about 14 miles steering ship through the straits under a strong breeze from W by N, & cloudy in the straits near. find a calking sea with tide rips the middle part light air & calm with some rain steering ship. 11 PM, under all sail the latter part light winds from North & clear steering ship. 1 PM, under all sail at noon the land bore from sun around to south and so on to W by N, the nearest dist about 20 miles

Set by 55-350
Long by Chron 56-15 m

Friday the 6th of January D, D, 1853

at 7 PM
Dec 26-15

The first part of these 24 hours light winds from W by N, & clear steering ship. sun by 2 miles all sail the extremes of the land is seen, around to N by W, the nearest dist about 10 miles before 11 AM in sight dist about 55 miles being sun, at 4 PM, a light breeze came out from sun, with rain hail up the gully and brought the ship to the wind with her bottom tacks about the middle part strong Gale from sun, with some rain with passing squalls at 12 PM, commenced taking in sail and at 2 PM, home to under storm sails ship heading in the southward tack the latter part fresh Gale from sun, & squally attended with rain & hail ship heading S by N, under close reefed top sails

Set by 55-500
Long by Chron 56-36 m

Saturday the 7th of January D, D, 1854

Dec 26-00
at 5 PM
Dec 26-85

The first part of these 24 hours fresh Gale from sun by N, & squally with rain ship heading south by N under close reefed top sails, & main sail the middle part the same the latter part strong Gale from sun by N, & squally attended with rain that on x & snow ship under close reefed top sails

Set by 60 or 65 m
Long by Chron 57-35 m

Remarks on board Ship Champion of New Bedford

Sunday the 28th of January A.D., 1857

at 4 P.M.,
Bar 28.90
on a stand
~~Bar 28.90~~

The first part of these 24 hours strong Gale from S.W. by W. & squally with some snow drift. under close reefed top sails heading all W. on the wind 7 P.M. land in sight bearing from W by S around to North the nearest point about 20 miles the middle part fresh wind, from S.W. by W & cloudy drift heading to the southward under white reefed top sails the latter part light winds from S.W. by W, & clearing with passing clouds at noon the S.E. point of Staten land bore W by S & drift about 20 miles the S.W. point of Staten Island bore W by S, drift about 20 miles the most land drift about 15 miles at 11 P.M. at the same time shifted to the southward wind S.W. by W with a light breeze & cloudy at times at 11 1/2 55-000
Amalgamated

Monday the 29th of January A.D., 1857

land
~~Bar 28.95~~
Bar 28.95

The first part of these 24 hours light winds from West & with passing clouds drift heading S.W. by W, under all sail the appearance of the land is from N.E. by E around to W by S the nearest point about 25 miles the middle part light air from N.E. by E, & foggy drift heading south under all sail at 2 P.M. first shift to a ship-borne weather & cleared at the latter part light winds from W by S, & foggy with some fine snow clearing drift S.W. by W, under all sail heading south below and aloft at 11 1/2 55-000

Tuesday the 30th of January A.D., 1857

land
~~Bar 28.95~~
at 7 P.M., Bar 28.95

The first part of these 24 hours light breeze from N.E. by E, & fine weather drift close hauled heading south under all sail at 1 P.M. on land bearing at 1 P.M. drift about 25 miles the middle part light winds from W by S, & foggy steering ship S.W. by S, & under all sail the latter part light air & clearing with some sun on one sail at 11 1/2 56-090
Amalgamated

Wednesday the 31st of January A.D., 1857

Bar 28.70

The first part light breeze from North & foggy steering ship S.W. by S, under all sail on one sail steering the same the middle part fresh wind from S.W. by W, & cloudy drift heading S.W. at 5 P.M. the come out from son, all of a sudden and blood red haze close reefed the top sails some of the more moderate turned the sails & at the full sails at 1 P.M. the wind died away to a calm

Ship, Champion of the West Outward bound off Cape
Saturday the 14th of January A.D., 1857

The first part of
these 27 hours fresh breeze from S.W. by S on with passing clouds
at 3 P.M., tacked to the northward under all sail ship heading upon
the middle & latter part light winds from S.W., & cloudy ship under
all sail heading as before, in a bunch of sails heading the same
at 8 P.M., first close to a large ship. Steering N.E., under
all sail.

Lat 44° 57' - 28' North
Long 72° 32' W

Sunday the 15th of January A.D., 1857

The first part of these 27
hours fresh breeze from S.W. by S on cloudy ship. close hauled heading
S.W. by S under all sail in a bunch of sails heading the same
at 4 P.M., tacked to the northward under all sail ship heading upon
at the same time the top-sail sheet parted part it to gether
again and sheeted from the top-sail again the middle part strong
breeze from S.W. by S squally with rain & fog at 8 P.M., eddied right
fore & longer top-sails wind S.W. by S ship heading S.E., the latter part
wind S.W., blowing strong & turned the reefs out of the top-
sails at 10 P.M., tacked to the northward ship heading as before, in
one large ship. if the be heading the same

Lat 44° 54' - 20' S
Long 72° 10' W

Monday the 16th of January A.D., 1857

The first part of these 27 hours
light winds from S.W. by S on cloudy ship. close hauled heading S.W. by S
under all sail one sail in right heading the same the middle
part light winds from S.W. by S on cloudy ship. under all sail heading
west the latter part strong breeze from the same & squally at
times steering the same in a sail a storm steering the same

Lat 44° 56' - 55' S
Long 72° 33' W

Tuesday the 17th of January A.D., 1857

The first part of these 27 hours
strong winds from S.W. by S on with passing clouds ship. hauled next
under all sail in a sail afternoon steering the same the
middle part strong winds from S.W. by S on, ship under all sail at 5
P.M., tacked to the northward with a thick fog the latter part the same at
10 P.M., tacked to the northward under top-sails

Lat 44° 56' - 40' S

Off Corn Capt Waterman Master U.S. D. 1854

Wednesday the 18th of January U.S. D. 1854

The first part of these 24 hours strong winds from S.W. by E. & foggy ship. under top sail heading S.W. by E. at 8 P.M. double reefed fore-top sail the middle part strong winds from S.W. by E. & foggy at 9 P.M. more moderate set top-gall sails the latter part light winds from S.W. by E. & foggy ship. close hauled heading S.W. by E. under all sail little or nothing going on board ship.

No observations

Thursday the 19th of January U.S. D. 1854

The first part of these 24 hours fresh winds from west & with passing fog banks ship. heading S.W. by E. under all sail employed in clearing the cutting spreads the middle part strong winds from W. by N. & thick foggy ship. heading S.W. by E. at 11 P.M. hauled top-gall sails at 3 P.M. double reefed the top-sail the latter part the same

No observations

Friday the 20th of January U.S. D. 1854

The first part of these 24 hours heavy winds from W. by N. & thick foggy ship. heading S.W. by E. under double reefed top-sail the middle part strong winds from west & foggy ship. close hauled heading S.W. by E. under double reefed top-sail the latter part light breeze from west & cloudy ship. close hauled heading S.W. by E. under all sail

Lat 46 58-12 N
Long 130 20-36 W

Saturday the 21st of January U.S. D. 1854

The first part of these 24 hours light winds from west & cloudy ship. close hauled heading S.W. by E. under all sail the middle & latter part fresh winds from west & cloudy at 12 P.M. tacked to the southward under all sail at 9 P.M. tacked to the northward under all sail little or nothing going on board ship.

Lat 46 35-35 N
Long 130 21-08 W

Sunday the 22nd of January U.S. D. 1854

The first part of these 24 hours light winds from west & with passing fog banks ship. heading to the northward under all sail the middle & latter part strong winds from S.W. by E. & much steering ship. S.W. by E. under all sail

Lat 46 55-28 N
Long 130 22-12 W

Bar 29-10

Bar 29-15

Remarks on board Ship. Champion of the South Steaming

Monday the 23rd of January A.D. 1854

Bu 21-60

The first part of these 24 hours strong breeze from S.W. & S with passing clouds steering ship. All day under all sail the middle part strong winds & squally steering ship. All day under all sail - the wind held around gradually from S.W. to N.W. & the latter part strong winds from west & squally steering ship. All day under all sail & breeze till 10 o'clock & spring tide. At 10 o'clock we were 50-50 & being got more clear

Tuesday the 24th of January A.D. 1854

Bu 21-70

The first part of these 24 hours strong winds from west & cloudy steering ship. All day under all sail the middle part fresh breeze from the north & cloudy with some rain the latter part fresh winds from N.W. & squally steering ship. All day under all sail & breeze till 10 o'clock & spring tide. At 10 o'clock we were 50-50 & being got more clear

Wednesday the 25th of January A.D. 1854

The first part of these 24 hours fresh winds from N.W. & squally steering ship. All day under all sail the middle part strong winds from south & cloudy steering ship. All day under all sail the latter part light breeze from south & cloudy steering ship. All day under all sail & breeze till 10 o'clock & spring tide. At 10 o'clock we were 50-50 & being got more clear

Thursday the 26th of January A.D. 1854

Bu 21-25

The first part of these 24 hours light breeze from the north & cloudy steering ship. All day under all sail the middle part light winds from north & cloudy steering ship. All day under all sail the latter part fresh winds from the same & squally steering ship. All day under all sail & breeze till 10 o'clock & spring tide. At 10 o'clock we were 50-50 & being got more clear

Friday the 27th of January A.D. 1854

Bu 21-50

The first part of these 24 hours fresh breeze from north & cloudy steering ship. All day under all sail the middle part fresh breeze from the north & cloudy steering ship. All day under all sail the latter part fresh winds from the same & squally steering ship. All day under all sail & breeze till 10 o'clock & spring tide. At 10 o'clock we were 50-50 & being got more clear

of the best Capt Waterman master A. D. 1857

Saturday the 28th of January A. D. 1857

The first part of these 27 hours fresh breeze from S.W. & S.E. steering ship. W. & S. under all sail with fine weather the middle & better parts the same at 10 P.M. as the land being S.W. & S.E. dist about 50 miles

Sunday the 29th of January A. D. 1857

Set of lbs 79-30 & long of lbs 75-79 on

land

27 hours light breeze from the south & clear steering ship W. & S. under all sail got up another top. Gull standing sail and set it at 4 P.M. spoke the ship. Constitution of about 15 months 5500 tons of gunnail aboard in a number of sacks also land. being W. & S. dist about 25 miles the middle part the same the better part light air & calm & cloudy some sail land in sight being East dist about 5 miles

B-29-70

Set of lbs 72-00 & long got none

Monday the 30th of January A. D. 1857

27 hours light air from W. & S.W. & cloudy with fog banks hanging around us sail sight heading on the eastward the middle part light air from the south & clear steering ship. W. & S. under all sail the better part light air & calm on sail in sight

B-29-70

Tuesday the 31st of January A. D. 1857

The first part of these 27 hours light breeze from the North & E. cloudy ship on different tacks working to the northward under all sail the middle part light air & calm with rain the better part light breeze from south & clear steering ship. W. & S.W. under all sail got the fore & main yards set & set them

off

Wednesday the 1st of February A. D. 1857

The first part of these 27 hours fresh winds from south & clear steering ship. W. & S.W. under all sail the middle & better parts light breeze from the north & with passing clouds steering ship. W. & S. under all sail

B-29-74

Set of lbs 71-27 & long got none

Set of lbs 69-70 & long got none

Ship. Champion of New Bedford and was bound to
Thursday the 2nd of February A.D. 1854

The first part of these 24 hours light breeze from south & cloudy steering ship all sail employed in ship's duty the middle & better parts fresh winds from the same & clear steering ship. All sail set all sail little or nothing going on aboard ship. Lat 46° 35-50 N Long 76° 21 W

Friday the 3rd of February A.D. 1854

24 hours strong winds from S.W. & clear steering ship all sail set the middle & better parts the same employed in mending all sails

Bar 30.00

Saturday the 4th of February A.D. 1854

The first part of these 24 hours strong winds from S.W. steering ship all sail employed in mending the old fore top sail it by 6 PM sent the fore top sail down and bent the old one to the yard the middle & better parts light winds from S.W. & cloudy steering ship the same wind all sail employed in mending all sails sent the fore top sail down and bent another to the yard Lat 46° 30-50 N Long 76° 39 W

Sunday the 5th of February A.D. 1854

The first part of these 24 hours light winds from S.W. & cloudy steering ship all sail employed in washing off ship in side the middle & better parts the same Lat 46° 28-15 N Long 77° 12 W

Monday the 6th of February A.D.

The first part of these 24 hours light breeze from S.W. & cloudy steering ship all sail employed in setting of the head stays one more off duty sick Lat 46° 25-20 N Long 77° 50 W

Waterman Master A. D., 1857

Tuesday the 7th of February A. D., 1857

The first part of these 27 hours
fresh breeze from S. S. E., & clear steering ship. At 10 AM, made all sail
in setting up the fore and aft stays the middle & latter part light breeze from
S. S. E. & clear steering ship. the same made all sail Set of lbs 25-30
long got none over

Wednesday the 8th of February A. D., 1857

The first part of these 27
hours light air from S. S. E., & clear steering ship. At 10 AM, made all
sail the middle & latter part light breeze from S. S. E., & clear steering
ship. At 10 AM, made all sail in drawing and setting
gains Set of lbs 21-150
long of lbs 78-39m

Thursday the 9th of February A. D., 1857

The first part of these
27 hours light breeze from S. S. E. & steering ship. At 10 AM, made
all sail drawing sails before & aft at 2 PM, set in sail the
middle & latter part the same in drawing & knotting
gains got the old starboard mast in on deck and got a new one
on the cross again from off duty sick Set of lbs
long got none in

Friday the 10th of February A. D., 1857

The first part of these 27 hours
light wind from S. S. E., & clear steering ship. At 10 AM, made all
sail in drawing & knotting gains the middle & latter part
the same Set of lbs 18-250
long of lbs 79-27m

Saturday the 11th of February A. D., 1857

The first part of
these 27 hours light breeze from S. S. E., & clear steering ship.
At 10 AM, made all sail the middle & latter part light
breeze from S. S. E., & clear steering ship. At 10 AM, made all
sail so in sailing about the same Set of lbs
long of lbs 79-27m

Remarks on board Ship. Champion of New Bedford
Sunday the 12th of February A.D. 1857

The first part of three
27 hours light breeze from S.E., S. & clear steering ship. All
sail on one part steering the same the middle &
latter part light breeze from S.E., S. & clear steering ship. All
sail on one part spoke the ship. Ameyson of
Boston clear

Lat by Obs 45-00 N

Long by Chron 81-35 W

Monday the 13th of February A.D. 1857

The first part of three
27 hours light breeze from S.E., S. with passing clouds steering
ship. All sail the middle & latter part the same
at 9 A.M. spoke the ship. Edmunds of New Bedford
on board 20 months out got a few td-mast studding sail from
him and put it on the yard all we had of other masts
being sprung

Lat by Obs 43-15 N

Long by Chron 83-03 W

Tuesday the 14th of February A.D. 1857

The first part of
three 27 hours fresh breeze from S.E., S. with passing clouds steering
ship. All sail the middle & latter part the same
one man off duty sick for one sail steering the same

Lat by Obs 41-22 N

Wednesday the 15th of February A.D. 1857

The first part of three
27 hours fresh breeze from S.E., S. clear steering ship. All sail
on two sails steering the same middle & latter part
the middle & latter part light winds from S.E., S. clear steering ship.
All sail on three sails

Lat by Obs 4-55 N

Long by Chron 86-07 W

Thursday the 16th of February A.D. 1857

The first part of three
27 hours light breeze from S.E., S. clear steering ship. All sail
on one sail on a Breeze standing to the West & middle & latter
part the middle & latter part the same steering ship. All sail on one
sail one sail light steering the same

Lat by Obs 2-20 N

Long by Chron 88-09 W

Left the Master's Quarters A.D. 1857

Friday the 17th of February A.D. 1857

The first part of these 24 hours light winds from S.E. & clear steering ship on W.W. under all sail the middle & better parts the same implication ship but one man off duty sick at day light got the berboard boat in a leak and put a man on his crabs

Saturday the 18th of February A.D. 1857

Set of lbs 7-26

Long face 89-20 m

The first part of these 24 hours fresh breezes from S.E. & clear steering ship on W.W. under all sail little or nothing going on aboard ship the middle & better parts the same & clear one man off duty sick

Set of lbs 5-55 m

Long face 91-36 m

Sunday the 19th of February A.D. 1857

The first part of these 24 hours light breezes from S.E. & clear steering ship on W.W. under all sail the middle & better parts the same with passing squalls of rain

Monday the 20th of February A.D. 1857

The first part of these 24 hours light breezes from S.E. & with passing rain squalls steering ship on W.W. under all sail the middle & better parts light air & calm from south with passing squalls of rain steering ship on W.W.

Tuesday the 21st of February A.D. 1857

Set of lbs 2-08

Long face 95-07 m

The first part of these 24 hours light winds from S.E. & with passing squalls of rain steering ship on W.W. under all sail employed in making scrub boards the middle & better parts light breezes from south & clear steering ship on W.W. under all sail little or nothing going on aboard ship

Set of lbs 2-12

Long face 96-39 m

Remains on board Ship. Champion of New Bedford left

Wednesday the 22nd of February A.D., 1857

The first part of these 24 hours light breeze from South & clear steering ship. noon, under all sail the middle & better parts the same let 1/2 1/2 24-270 long got none

Thursday the 23rd of February A.D., 1857

The first part of these 24 hours fresh breeze from S.E., & clear steering ship. noon, under all sail the middle & better parts the same let 1/2 1/2 21-240 long 1/2 1/2 102-105 in

Friday the 24th of February A.D., 1857

The first part of these 24 hours fresh breeze from N.E., & clear steering ship. most under all sail implied in ship but the middle & better parts the same I clean one hour off duty sick let 1/2 1/2 21-110 long 1/2 1/2 105-102 in

Saturday the 25th of February A.D., 1857

The first part of these 24 hours light winds from S.E., & clear steering ship. most 1/2 1/2 under all sail the middle & better parts light winds from the same & with pleasant weather at daylight so a sail steering the same at 9 A.M. the boat hoisted for a sperm whale the most best got fast to a large sperm whale & took him along side about noon

Sunday the 26th of February A.D., 1857

The first part of these 24 hours fresh winds from N.E., & clear steering ship. ship. going for a sperm whale at 2 P.M. commenced cutting, got the head off in 10 min the whole lay along side over night the middle & better parts the same employed in cutting a large sperm whale at 6 A.M. the boat hoisted for a sperm whale with no success the whole going quick to the wind let 1/2 1/2 24-220 long got none

Master Master cut and haul D, D, 1854

Monday the 24th of February D, D, 1854

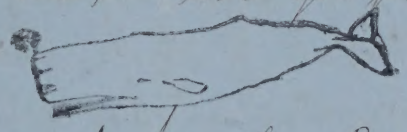
24 hours fresh winds from S.E. & clear steaming ship with all sail on a sail steaming the same the middle & better parts the same employed in hauling out sperm oil
Set by lbs 12-12
Long by lbs 109-88

Tuesday the 25th of February D, D, 1854

24 hours light breezes from S.E. & P clear steaming ship with all sail the middle & better parts the same employed in hauling out oil
Set by lbs 21-04

Wednesday the 1st of March D, D, 1854

27 hours light winds from S.E. & P clear steaming ship with all sail at 4 P.M. finish hauling the middle & better parts fresh breezes from S.E. & P squally steaming ship with all sail at 9 A.M. a sperm whale lower the boat and shoot with success the fork boat got fast to a line and took him along side
Set by lbs 4-09
Long by lbs 117-52



Thursday the 2nd of March D, D, 1854

24 hours fresh breezes from S.E. & P squally ship with a sperm whale the middle & better parts light breezes from S.E. & P clear ship with a sperm whale at 7 A.M. commenced cutting & at 9 A.M. finished cutting & then steamed a course on, with all sail on one sail steaming the same
Set by lbs 7-04
Long by lbs 117-52

Friday the 3rd of March D, D, 1854

24 hours light breezes from S.E. & P clear steaming ship with all sail at 5 P.M. started the work the middle & better parts fresh winds & squally steaming ship the middle part the same the better part steaming ship with all sail employed in hauling out oil
Set by lbs 00-00

Remarks on board Ship *Champion* of New Bedford
Saturday the 2nd of March A.D. 1854

The first part of these 24 hours fresh breezes from the East & South with rain steering ship. W. M. M. made all sail employed in 'bailing out' sperm oil the middle & better parts light breezes from the same & clear steering ship. W. M. M. made all sail at 8 P.M. finished bailing the better part employed in bailing out sperm oil

Sunday the 3rd of March A.D. 1854

The first part of these 24 hours light winds from the South & clear steering ship. W. M. M. made all sail employed in stowing down sperm oil the middle & better parts light breezes from S. by E. & clear steering ship. W. M. M. made all sail

Monday the 4th of March A.D. 1854

The first part of these 24 hours light breezes from S. by E. steering ship. W. M. M. made all sail the middle & better parts fresh winds from the East & squally steering ship. W. M. M. made all sail at 1 P.M. the boat hoisted for sperm whaled with success the Stockholm boat got fast for a 50 lb whale & brought him to the ship.

Tuesday the 5th of March A.D. 1854

The first part of these 24 hours light breezes from the East & squally at 1 P.M. commenced cutting at 6 P.M. finished cutting & then steered a course W. M. M. made all sail the middle & better parts light winds from S. by E. & clear steering ship. the same at 2 P.M. started the whals employed in bailing out sperm oil

Set by 10-30 AM
Long by 120-15 W

Outward bound Capt Waterman Master A. D., 1857

Monday the 8th of March A. D., 1857

The first part of these 24 hours light breeze from S. E. P. clear steering ship. At 10, implied in boiling out out spinnail the middle P. little fairly light winds from the same implied in boiling out at 10 P. M., finished boiling

Set by 1/2 3-14 P long got more over in

Tuesday the 9th of March A. D., 1857

The first part of these 24 hours light breeze from the East P. clear steering ship. At 11, under all sail the middle P. little fairly fresh breeze from S. E. P. squally steering ship. At 11, under all sail implied in steering down at

Wednesday the 10th of March A. D., 1857

The first part of these 24 hours strong breeze from S. E. P. with rain squally steering ship. At 11, under all sail the middle P. little fairly the same implied in steering down spinnail at

Thursday the 11th of March A. D., 1857

The first part of these 24 hours fresh breeze from S. E. P. clear steering ship. At 11, under all sail the middle P. little fairly fresh breeze from S. E. P. squally steering ship. At 11, under all sail

Friday the 12th of March A. D., 1857

The first part of these 24 hours strong breeze from S. E. P. squally steering ship. At 11, under all sail implied in washing off ship. in side the middle P. little fairly strong winds from S. E. P. squally steering ship. the same at 5 P. M., split the fore top sail and bent another to the yard

Set by 1/2 9-21 P long by 1/2 137-12 m

Remarks on board Ship Champion of New Bedford
Monday the 13th of March A. D. 1854

The first part of these 24 hours strong breeze from N. E. & squally steering ship N. by E. under all sail the middle & better parts strong winds from N. E. & squally steering ship N. by E. under all sail at daylight split the fore-top-sail and bent a number to the yard in making it sails

Tuesday the 14th of March A. D. 1854

The first part of these 24 hours strong winds from N. E. & squally steering ship N. by E. under all sail the middle & better parts the same

Wednesday the 15th of March A. D. 1854

The first part of these 24 hours strong winds from N. E. & squally steering ship N. by E. under all sail little or nothing going on aboard ship. The middle & better parts the same steering ship N. by E. under all sail in forenoon making between decks & thinning off again

Thursday the 16th of March A. D. 1854

The first part of these 24 hours strong breeze from N. E. & squally steering ship N. by E. under all sail the middle & better parts strong winds from N. E. & squally steering ship N. by E. under all sail the main sail to replace it at 10 P. M. and it was hoisted again and set it

Friday the 17th of March A. D. 1854

The first part of these 24 hours strong winds from N. E. & squally steering ship N. by E. under all sail the middle & better parts the same steering ship N. by E. under all sail

Capt. A. Motman Master cutter bound A. D. 1857

Saturday the 15th of March A. D. 1857

27 hours strong breeze from N.E. & squally steering ship. N. by W. and all sail in the middle & little part the same. The first part of these
Set by 18-20 m
Long by line 153-15 m

Sunday the 16th of March A. D. 1857

27 hours strong breeze from North & which with some fine rain steering ship. N. by W. & W. employed in reefing down the top-masts the middle & little part strong winds from N.E. by E. & squally the middle part ship. in different tacks through the night and part sail the little part fresh winds from N.E. by E. & squally steering ship and all sail set two sail steering the same. Set by 18-35 m
Long by line 157-57 m

Monday the 17th of March A. D. 1857

27 hours strong winds from N.E. & squally steering ship. most sail all sail at 3 P.M. as the land having not yet about 20 miles also two ships steering the same the middle part tiring off and on near Kilo at daylight steered the ship for Burns Bay but about 10 miles at 10 P.M. took a Pilot & at 11 P.M. dropped anchor in Burns Bay in 5 fathoms of water in company with a number of other ships

Tuesday the 18th of March A. D. 1857

27 hours light winds from different points & squally employed in working off ships out side the middle & little part the same ship. going to anchor in Burns Bay employed in getting water from shore on board

Wednesday the 19th of March A. D. 1857

27 hours light wind, with passing rain squally ship lying by on anchor in Burns Bay employed in getting water off from shore the middle & little part the same employed in ... heaving the ship to repair the keel on the side which was started off by a sperm whale's

Ship Columbia of San Pedro at the Sandwich Islands

Thursday the 23rd of March A.D., 1857

The first part of three 24 hours light wind, P with passing rain squalls ship lying by an anchor in Burns Bay, employed in emptying the storeroom side of the ship. one watch ashore on liberty the latter part the same a basket of soap on the ship, putting on coffee

Friday the 24th of March A.D., 1857

The first part of three 24 hours light breeze P with passing rain squalls employed in emptying the ship. on the storeroom side the last storeroom watch ashore on liberty the middle & latter part the same the harbor watch ashore on liberty employed in righting up the ship. a basket of soap on the ship, putting on coffee

Saturday the 25th of March A.D., 1857

The first part of three 24 hours light wind from the East & P with fine weather ship lying by an anchor in Burns Bay, employed in emptying off the harbor side the harbor watch ashore on liberty the middle & latter part the same the storeroom watch ashore on liberty employed in getting off water from shore

Sunday the 26th of March A.D., 1857

The first part of three 24 hours fresh breeze from the East & P clear ship lying by an anchor in Burns Bay, employed in emptying in a raft of water on deck at 5 P.M., from of the one that had deserted the day before was fetched aboard by the Police Police being about 10 miles in the distance. Bunch from the tower the latter part the same the harbor watch ashore on liberty

Monday the 27th of March A.D., 1857

The first part of three 24 hours pleasant wind from N.E., P clear ship lying by an anchor in Burns Bay the harbor watch ashore on liberty the latter part the same with fine weather the storeroom watch ashore on liberty employed in passing ship and throwing down water in the harbor side

Chief, Waterman Master A. D., 1854

[73]

Tuesday the 28th of March A. D., 1854

The first part of these 24 hours pleasant breeze from W & by E & fine weather ship lying by in anchor in harbor by the Starboard watch were on liberty the latter part the same the Starboard watch ashore on liberty simply in putting ship.

Wednesday the 29th of March A. D., 1854

The first part of these 24 hours pleasant winds from W & E, clear ship lying by in anchor in Little Bay the Starboard watch ashore on liberty little or nothing going on aboard ship. the latter part the same all hands on board little or nothing going on aboard

Thursday the 30th of March A. D., 1854

The first part of these 24 hours fresh breeze from North & clear ship lying by in anchor in Little Bay with all hands aboard getting ready for sea the middle & latter part the same at day light took on anchor & went to sea at 5 A.M., the Pilot left us sent a boat aboard the Minors of New Bedford that was going in about 6 miles out side the harbor

Friday the 31st of March A. D., 1854

The first part of these 24 hours light belling winds from N & W & S W with fine weather ship about headed heading N & E & W, made all sail the ship Quinn of New Bedford in company with us the middle & latter part light winds with calm ship on different tacks working to the south & west made all sail in company with two other ships at 7 P.M., the boat we saw south went to meet the river Pilot about 12 miles

Remarks on Lean Ship - Champion of New Bedford at the
(Sh) Saturday the 1st of April A. D. 1854

~~lean~~
The first part of these 24 hours strong winds from all points, I lean ship on different tacks making to the westward under all sail at 2 P.M. and being south about 5 miles to the northward in company with the ship - Prison of New Bedford the middle part light winds from different points & the latter part fresh winds from North by East clear steering ship - Prison under all sail steering ship - along about the west side of Cashy the next land west about 5 miles

Sunday the 2nd of April A. D. 1854

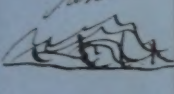
~~lean~~
The first part of these 24 hours light winds from S.W. I lean ship - lying off and on in the Bay of Sagadahoc on the sea side of Cashy in company with a number of other ships the middle part light winds I lean ship - lying off and on the same Bay the latter part light winds from N.E. I lean steering ship along the land about 5 miles to the southward under all sail

Monday the 3rd of April A. D. 1854

The first part of these 24 hours light winds from N.E. I lean steering ship along the land about 5 miles at 1 P.M. brought the ship to the wind and sent a boat ashore at 6 P.M. the boat came off again and brought a doctor with them the middle & latter parts light winds from different points and from northward ship - lying off and on in the Bay of Maine at 2 P.M. the boat went ashore with the doctor first part of one of the fore most hands that was sick to stop a couple of days with the doctor

Sandwich Islands Capt. Matheson Master A.D., 1857

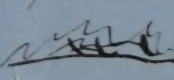
Tuesday the 4th of April A.D., 1857

 The first part of these 24 hours pleasant breeze from different points on fine weather ship. being off and on near by the Bay of Kairua at 4 P.M. sea running wholly going quick to the wind. Did not get near enough to know the latter part the same the boat & one man from forward ashore on the Doctor's boat.

Wednesday the 5th of April A.D., 1857

The first part of these 24 hours light wind and variable with calms being off and on near by the Bay of Kairua with the boat and one man ashore on the Doctor's boat at 4 P.M. the boat went ashore after the boat and some recently it more the boat got down with the boat. Boat forward and standing on the wind ship. bearing on, under all sail then sail in sight but about 8 miles. Boat did about 6 miles.

Thursday the 6th of April A.D., 1857


 The first part of these 24 hours fresh winds from on D. sea & clear ship. in different tacks making to the distant land the land in company with two other ship had did about 8 miles. the latter part being off and on near by the Bay of Teyahyeh a boat ashore to sea about getting some potatoes in company with a number of other ships.

Friday the 7th of April A.D., 1857

The first part of these 24 hours strong winds from off the land in squalls ship being off and on near by the Bay of Teyahyeh in company with two other ships ship under double reefed top sails the middle & latter part of the same ship being off and on at the same place got off about 60 barrels of potatoes. During the day from shore. on a number of other ships being off and on for potatoes.

Remarks on board Ship Champion of New Bedford Capt

Saturday the 8th of April A.D. 1857

 The first part of these 24 hours fresh winds from off the land in sudden gusts getting off betates from shore in the Bay of Longchamps at 6 P.M. in company with the Bague Whisper of New Bedford 20 minutes ago but down land in a course at 4 P.M. left company with the Whisper and steered a course west under all sail the middle & latter parts strong winds from N.E. & clear steering ship. At 10 P.M. under all sail employed in stowing the anchors & running the chocks below in shore pens. Sat. 4th 158-220

Long 158-59

Sunday the 9th of April A.D. 1857

The first part of these 24 hours strong winds from N.E. & clear steering ship. At 10 P.M. under all sail one man off duty sick the middle & latter parts the same steering ship - west under all sail Sat. 4th 21-02

Long 162-00

Monday the 10th of April A.D. 1857

The first part of these 24 hours fresh winds from E.N.E. & clear steering ship. West under all sail the middle & latter parts the same with some rain employed in mending old sails Sat. 4th 21-12

Long 164-59

Tuesday the 11th of April A.D. 1857

The first part of these 24 hours fresh winds from E.N.E. & clear steering ship. West under all sail employed in mending old sails the middle & latter parts the same employed in fitting the bottom the cutting blocks one man off duty sick Sat. 4th 21-58

Long 167-50

Wednesday the 12th of April A.D. 1857

The first part of these 24 hours light winds from E.N.E. & clear steering ship. At 4 P.M. under all sail the middle & latter parts the same Sat. 4th 22-00

Long 167-00

[47]

Wt. you have from the Sandwich Islands to the Chotok Sea

Thursday the 13th of April A.D. 1857

The first part of these 24 hours light winds from E N E, P clear steering ship. w. h. w. under all sail implied in fitting the cutting gear the middle & better parts the same implied in fitting the rigging. Set of 16 22-1000

Long by Chron 17-2-28.0

Friday the 14th of April A.D. 1857

The first part of these 24 hours light winds from E N E, P clear steering ship. w. h. w. under all sail the middle & better parts the same implied in ships. Set of 16 27-000

Long by Chron 175-09.0

Saturday the 15th of April A.D. 1857

The first part of these 24 hours light breezes from E N E, P clear steering ship. w. h. w. got the Blacksmiths baggage up to do some blacksmithing the middle & better parts the same. Set of 16 27-500

Long by Chron 178-02.0

Sunday the 16th of April A.D. 1857

The first part of these 24 hours fresh winds from E N E, P clear steering ship. w. h. w. under all sail at 4 P.M. spoke the ship Chimpe of New Spain the middle & better parts the same. Set of 16 25-500

Long by Chron 177-03.0

Monday the 17th of April A.D. 1857

The first part of these 24 hours light winds from E N E, P clear steering ship. w. h. w. under all sail the middle & better parts light wind from East P clear steering w. h. w. under all sail implied in putting over potatoes. Set of 16 26-1700

Long by Chron 176-35.0

Tuesday the 18th of April A.D. 1857

The first part of these 24 hours light winds from East P clear steering ship w. h. w. under all sail the middle & better parts light winds from E N E, P clear steering ship. w. h. w. under all sail implied in putting over potatoes. Set of 16 26-2500

Long by Chron 177-47.0

Ship. Champion of the Reef from the Sandwich Islands.

Thursday the 17th of April A.D., 1857

The first part of these 27 hours light wind, from S by E clear steering ship. most under all sail the middle part the same on one sail & a distance the latter part light winds from south & clear steering the same on men off duty sick

Set of lbs 26-44 lb

Long of lbs 173-36 lb

Friday the 18th of April A.D., 1857

27 hours light wind, from south & fine steering ship. under all sail employed in ship. & duty the middle & latter part light wind & calm with fine weather

Set of lbs 27-04 lb

Long of lbs 173-00 lb

Saturday the 19th of April A.D., 1857

27 hours light wind & calm steering ship. under all sail the middle & latter part light wind from south & calm steering ship. under all sail one man off duty sick

Set of lbs 27-34 lb

Long of lbs 170-44 lb

Sunday the 20th of April A.D., 1857

27 hours light wind from S by E, & with calm steering ship. under all sail employed in ship's duty the middle & latter part light winds from south & fine weather steering ship. under all sail

Set of lbs 28-44 lb

Long of lbs 163-48 lb

Monday the 21st of April A.D., 1857

27 hours light wind from S by E clear steering ship. under all sail the middle & latter part light wind, from S by E with the ship heading on the western tack latter nothing going on aboard ship one man off duty sick

put the prize to sell standing party boards set of lbs got none more on deck and stand them away

to the North Sea left (Waterman Master A.D. 1854)

Tuesday the 25th of April A.D. 1854

The first part of these 27 hours light winds from the North & cloudy steady ship on the westward tack heading N.W. by W under all sail the middle & fore parts fresh breezes from N.W. & East also from South with thick fog steering ship N.W. by W under all sail employed in ship's duty one man off duty sick

Lat 46 32-30 N
Long 16 5-39 West

Wednesday the 26th of April A.D. 1854

The first part of these 27 hours fresh winds from South & fog at times steering ship N.W. by W under all sail the middle part light winds from the same & thick fog the latter part fresh winds with rain steering ship the same

N 45 W 0000

Thursday the 27th of April A.D. 1854

The first part of these 27 hours strong breezes from N.W. & thick with rain steering ship N.W. by W under all sail sent fore & main sails down on deck & stowed them away & on some the rigging at 4 P.M. hauled the fore sail & hoisted top sail the middle part strong breezes from S.W. & cloudy then in ship. W. under all top sails the latter part blowing heavy from W.S.W. & cloudy steering the same at 10 P.M. double reef fore & main top sails

Lat 46 37-00 N
Long 16 7-12 West

Friday the 28th of April A.D. 1854

The first part of these 27 hours strong winds from West & clear with passing squalls ship close hauled heading N.W. by W under double reef top sails the middle & latter parts light winds from N.W. by W & cloudy ship close hauled heading West under all sail employed in ship's duty one man off duty sick

Lat 46 36-56 N
Long 16 2-29 East

Ship. Champion off San Pedro from the Sandwich Isles
Saturday the 29th of April A.D. 1854

The first part of these 27 hours light wind, from North & clearing ship. Last haul heading in W. by N. under all sail the middle part light wind & clearing ship. The latter part light breeze from S.W. by S. clearing ship. At 11 AM, under all sail we went to sea and steamed it away.

Lat by Obs 37-15 N

Long by Obs 161-56 W

Sunday the 30th of April A.D. 1854

The first part of these 27 hours light winds from S.W. by S. clearing ship. At 11 AM, under all sail the middle part fresh breeze from S.W. by S. which during the latter part fresh winds from south & clearing ship. During the same under all sail we steamed the same.

Lat by Obs 39-03 N

Monday the 1st of May A.D. 1854

The first part of these 27 hours fresh breezes from S.W. by S. which clearing with some rain. Steaming ship. At 11 AM, under all sail we two sails steering the same. The middle part the same. The latter part strong winds from the same & thick fog, with rain we were off very sick. At noon took in for a higher top. Bell says. At 1 PM.

Tuesday the 2nd of May A.D. 1854

The first part of these 27 hours strong wind, & squally with rain from S.W. by S. clearing ship. Last haul heading North under all sail except top-sails at 1 PM, hauld by top-bell sail & flying with the middle & latter part strong. Breeze from the north & squally at 11 PM, blowing in heavy from the same heading. The by sail, & full at 10 PM, hauld fore top sail ship heading N.W. by N.

Lat by Obs 40-00 N

Long by Obs 150-20 W

to the Ochotk Sea Capt Waterman Master A.D. 1857

Wednesday the 3rd of May A.D. 1857

Ball 9-50 The first part of these 27 hours strong E winds from the westward & clear ship. going to under all sails, top-sail & fore-sail also close reefed top-sail & by hence the middle & little parts more moderate the wind from N.W. & cloudy at 7 P.M. set fore-sail & jib at daylight turned the reefs out of the top sails steering ship N.W. under all sail deck with fringing fog banks

Thursday the 4th of May A.D. 1857

Ball 21-17 The first part of these 27 hours strong winds from N.W. & thick fog with rain steering ship N.W. under all sail at 4 P.M. took in the fore-sails & flying jib one more off duty rich the middle part fresh winds & calm at 12 P.M. light was turned the reefs out of the fore-top-sail & set top fore-sails the latter part strong winds from N.W. & with fringing clouds ship. close hauled heading in N.W. under top-sails at 9 P.M. took in top fore-sails & flying jib on two sails one more off duty rich on two

Lat 46 25-30 N
Long 156-22 E

Friday the 5th of May A.D. 1857

The first part of these 27 hours strong winds from N.W. & clear ship. close hauled heading N.W. under top-sails one sail in sight astern ditto about 8 miles the middle & little parts light winds from N.W. & cloudy ship. close hauled heading west under all sail on three sails one more off duty rich

Lat 45-32 N
Long 157-08 E

Saturday the 6th of May A.D. 1857

The first part of these 27 hours light winds from N.W. & cloudy ship. close hauled heading west on three sails ship. under all sail the middle part light air from N.W. & thick fog ship. close hauled heading North under all sail three sails in sight the latter part light air & calm & cloudy

Lat 46-00 N
Long 157-00 E

Remarks on board Ship. *Champion* of New Bedford from the
 Sunday the 7th of May A.D. 1854

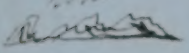
De 29-70

The first part of these 24 hours
 heavy light wind, from N.E., & thick haze steering ship. on
 N.W. by N under all sail three sails in sight the middle & P
 then from strong winds from N.E. & thick fog with some snow
 at 12 P.M. brought the ship to the wind with her larboard tacks
 about heading south made double reef top-sails & flew at 7 P.M.
 over to the N.W. by N, which with passing snow gusts at 4 P.M.
 hauled for top-sails & at 9 P.M. more moderate set it again
 both ways

Monday the 8th of May A.D. 1854


De 29-97

The first part of these 24 hours
 strong winds from N.W. by N, & thick with some snow ship. about
 hauled heading N.W. under short reef fore & bygon top-sails &
 double reef in top-sail & flew main sail the middle part
 strong breeze from the north & P with some snow ship-on
 different tacks through the night at 4 P.M. on the land
 light about 8 miles bearing N.W. the latter part the same
 ship. under top-sails

low


Set by 48-40 N
 Long by 68-53-7 East

Tuesday the 9th of May A.D. 1854

low


The first part of these 24 hours
 strong wind, from N.W. by N, & P about ship. heading N.E. by N under
 top-sails at 4 P.M. the Island *Rushora* the N.E. part about
 4 miles bearing N.W. the Island *Rankin* the N.E. by N
 about 20 miles the middle part fresh winds from the north & P during
 with passing snow squalls ship. under top-sails & bygon top-sails & flew
 flying jibb making ship. through the straits of *Hecla* the latter
 part light breeze from S.W. & south steering ship. N.W. by N under
 all sail at daylight the Island *Rankin* the N.E. by N about 10
 miles the Island *Rushora* the south part about 8 miles



Set by 48-48 N
 Long by 68-56-6

Sandwich Islands to the Pacific Sea (Capt. Mendenhall) 1854

Wednesday the 10th of May A.D. 1854

The first part of these 24 hours pleasant breeze from south & cloudy steering ship. At 10 AM under all sail on bent fore-topmast standing sail & stand it away and in eight hours 26, did about 25 miles the middle part strong breeze from ESE, & thick with snow steering ship. At 7 PM, hoisted top-sail sails & spring jib at 10 PM, double reefed top-sails at 12 PM, blowing in from the same east right fore & main top-sails at 1 PM, took in fore & main top-sails & east reefed top-sail & hoisted the ship to with her starboard tacks aboard under storm sails. At 1 PM the ship to with her starboard tacks aboard under storm sails thick with snow

Thursday the 11th of May A.D. 1854

The first part of these 24 hours blowing heavy from East & thick with snow ship going to under storm sails heading NNE, the middle & latter parts strong winds from WNW, & cloudy with some snow ship going to under storm sails with her starboard tacks aboard & near our mark

At 1 PM

Friday the 12th of May A.D. 1854

The first part of these 24 hours strong winds from NNE, & cloudy ship east headed heading NE, under east reefed top-sails & jib the middle & latter parts fresh winds from NNE, & cloudy ship heading NE at 12 PM, turned the reefs out of the top-sails at 2 PM, at half-sail sail & spring jib

At 1 PM

Saturday the 13th of May A.D. 1854

The first part of these 24 hours light breezes from NNE, & cloudy at 4 PM, the land was visible did about 30 miles the middle part light air & clouds the latter part fresh winds from East & cloudy steering ship at 7 AM under all sail

At 1 PM

Land

Re 28-00
at 2 PM,
Re 28-20

Re 28-50

Land

Re 28-70

Remarks on board Ship-Champion of New Bedford

Sunday the 17th of May A.D. 1859

Bar 29-30. 29 hours strong breeze from Wb, & cloudy sky. Port hauler
on a full bearing Wb, W, under all sail the wind the front strong winds from
Wb, & down ship-Port hauler bearing Wb, W, at 4 P.M., & hauler
top-Port sail at 7 P.M., double reefed top-sails at 8 P.M., hauler
out of sight at 5 P.M., took in fore & main top-sails & hauler
ship-to blowing heavy from Wb, & under storm sails (at 8 P.M.)
due to the heavy wind & Wb, one man off duty sick

St 1659-98

Aug 1/2 Telco 152-5286

Moving the 15th of May O. P. 1857

Bar 22-10 The first part of the 27
haws strong winds from N^W N^E W^N P. clear ship lost hauled
heaving N^E & under storm sails the middle part fresh winds from
N^W N^E P. clear N^E N^W P^h, set fore & main top sails at 12
P^h, set the rest P. jib at 2 P^h, turned the reefs out
of the top sails the latter part light winds from N^E N^W N^E P. clear
ship lost hauled heaving under all sail got the black smoky
fog up to make a band to go on the head of the reach
at being split by the wind of the tide. Slightly off

Sunday the 10th of May A.D. 1857

The first part of these 27 hours
light breeze from N.W. & I hung up under all sail on the
Northem tack but could not get on in making a beam to go on
the water and the wind the first 24 hours in the
I lay with some snow. From 4 a whole at 5 P.M. the
boat went from right while the starboard boat got part to me some
later the next I heard by the get part to two different wharves
the in boat got rolled in had to cut time off the whole snow
the shot in the starboard got there to the ship at
dusk commenced cutting at 10 P.M. but shot 54-50 in
cutting



[55]

in the Ochotsk Sea (Capt Waterman Master 1857)

Wednesday the 17th of May A.D. 1857

Bar 29-40 fresh winds from E.S.E. & thick fog the ship with most of sails the middle & fore parts light air & calm ship under short sail with fog

The first part of these 24

Set of 655-79 10

Long 24 hrs 152-21 6

Thursday the 18th of May A.D. 1857

light air & calm with a thick fog implied in fitting the main head & cutting up blocks between decks the middle part light wind from N.E. & fog with some snow the fore part strong wind from N.W. & cloud with passing fog banks ship under double reef top sail with him then found tracks ahead

The first part of these 24 hours

Set of 656-20 10

Long 24 hrs 151-42 6

Friday the 19th of May A.D. 1857

24 hours fresh winds from North & cloud ship heading N.E. & under double reef top sail the middle & fore parts fresh winds from the west & cloud with passing fog banks then in ship with under all sail at daylight started the make in a number of ships two looking close ice fields of ice

The first part of these

Set of 657-18 10

Saturday the 20th of May A.D. 1857

hours light winds from N.W. & fog ship in different tracks in a number of ships & ice fields of ice implied in building out at the middle part light air & fog in three ships doubling the fore part light winds from the west & clear steering ship along the ice to the west looking for four hours so one ship acutting

The first part of these 24

Set of 657-25 10

ice fields of ice along to the west & reached two men off duty sick

Long 24 hrs 152-32 6

Bar 29-26 at noon

Bermacks in hand Ship Chapman of New Bedford Capt
Sunday the 21st of May A.D. 1854

The first part of these 24
hours pleasant breeze from the N.W. & the ship on different
tacks making to the wind and all sail in a number of ships
there sailing the ice fields of ice at 8 P.M. finished beating
the middle & latter part light air & calm with fog ship being
dark most part of the time

Monday the 22nd of May A.D. 1854

Ben gall 24 hours light air & calm with fog at 2 P.M. in the ship
Dep. Coll of New London 5 whos this even ice fields of ice
the middle & latter part fresh winds from the N.W. & the
middle part ship being dark the latter part ship on different tacks near
to the ice in a number of ships

Tuesday the 23rd of May A.D. 1854

Ben 23-05 fresh winds from the N.W. & with passing fog banks in a number of
ships steering ship. All day and all sail ice fields of ice all morning
the middle part light air & calm with fog ship under short sail
at 8 P.M. a board the boat for some hours in company with nothing
the ship with no success the latter part light breeze from N.W. & heavy
P with passing fog banks ship under short sail in different tacks
in three ship. At 4 P.M.

Heard
of something

Wednesday the 24th hours light winds from N.W. & calm with passing
fog banks ship under short sail on different tacks in a large
number with ice as far as the eye can discern in a number of ships

Ben 24-00

There went into the ice about 10 miles at 8 P.M. on two ships anchoring
at 10 P.M. on one ship anchoring and one fair head the middle part
the middle part light winds from N.W. & heavy P fog ship being dark the
latter part light air & heavy P fog ship being dark under short sail
at 10 P.M.

Waterman Master in the Ochock Sea A.D. 1857

Thursday the 25th of May A.D. 1857

land
sea
Bar 21-80
Wind
Bar 21-80

24 hours light air & calm with passing fog banks at 1 P.M., the fog lifted up sea land being both distant about 20 miles also ships & ice fields of ice at 5 P.M., spoke the ship ^{Nauticum} Nauticum & Charles of New Bedford nothing this season the middle & better parts light breeze from W by N by all, & flying ship on different tacks going north but began to slack under short sail sea ice fields of ice

Friday the 26th of May A.D. 1857

Bar 22-80
Bar 20-00

24 hours pleasant breezes from W by N by all, & flying ship going with her main top sail down on different tacks the middle part the same the better part light winds from the west & N. thick with some rain steering ship. E by S under top sails at 6 P.M., she last passed in company with the ship. Distances kept for a time head with no success ice fields of ice all around in a number of ships

Saturday the 27th of May A.D. 1857

land
sea
Bar 20-00
on a storm

24 hours fresh breezes from the west & N clear with fine weather ship on different tacks making to the westward and all sail on the land being both distant about 20 miles also quite a number of ships true sailing the middle & better parts the same at 5 P.M., tacked to the southward under all sail land distant about 15 miles being both in a number of ships one a sailing and one a cutting

Sunday the 28th of May A.D. 1857

land
sea
Bar 24-00

24 hours fresh winds from N by E clear ship under double reef top sails in different tacks at 9 P.M., land in sight distant about 5 miles being both the middle & better parts the same ship under double reef top sails at 9 P.M., stood a course E by S under all sail in a number of ships one a sailing

Lat 57-35 N
Long 151-26 E
Lat 57-35 N
Long 152-06 E

Remarks on board Ship. Champion of New Bedford Capt
Monday the 27th of May A.D. 1857

Bar 29-68

The first part of three 27
hours fresh winds from the north & clear steering ship 6 AM
under all sail the middle part the same the latter part fresh
breezes from S.W. at 7 AM, brought the ship to the north
& stationed her in ice fields of ice very heavy No 6 1000 ft

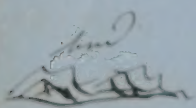
Tuesday the 28th of May A.D. 1857

Bar 29-45

The first part of three 27 hours
light air & calm with a thick fog also ice fields of ice with a heavy swell
setting from the southward ship under double reefed top-sails the middle
& latter part light breezes from the south & foggy ship on
different tacks under short sail in ice fields of ice at 7 AM,
ice land being about 30 miles No 6 1000 ft

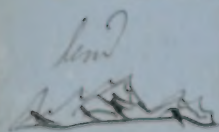
Wednesday the 29th of May A.D. 1857

29-50



The first part of three 27
hours light winds from the south & foggy ship on different tacks
under short sail in ice at times the middle & latter part light air
& calm ship under short sail thick fog at 9 AM, fog lifted up
ice land being N.W. dist about 35 miles also ice fields of ice
travelling in steaming down ice No 6 1000 ft

Thursday the 30th of June A.D. 1857



Bar 29-78

The first part of three 27
hours strong winds from N.E. & with passing snow squalls
steering ship W.S.W. under all sail in ice fields in steaming down
ice at 7 AM, ice land being N.W. dist about 40 miles
the middle & latter part strong winds from N.W. & clear ship at
headed heading S.W. under all sail in ice fields in steaming down
ice at 7 AM, ice land being N.W. dist about 40 miles

Lat 46 57-22 N
Long 46 151-25 W

Waterman Master Arriving in the Ochotsk Sea 1857

Friday the 27th of June O. P., 1857

Bar 28-30

The first part of these 27 hours strong winds from N, NW, & clear ship close hauled heading SW under all sail an on sail heading the same in ice fields of ice the middle part fresh winds from NW, N, & clear ship close hauled heading SW, NW, under all sail the latter part strong winds from SE, & thick cloudy ship. on different tacks at 10 PM, the party landed for some hours with no success in company with a french ship as a number of ships are boiling and cutting

Saturday the 28th of June O. P., 1857

Bar 29-28

The first part of these 27 hours strong winds from SE, & thick with some rain ship under short sail heading N, NW, as a number of sails the middle part fresh winds from the East & thick foggy ship heading to the north under short sail the latter part fresh winds from N, E, & thick cloudy ship. on the last tack under short sail at 10 PM, spoke the ship. Florida of New Bedford clean Roberson's

Spoke the ship

Sunday the 29th of June O. P., 1857

Bar 29-30

The first part of these 27 hours fresh winds from N, E, & thick with fog as one ship off the sea ship on the East tack under short sail the middle part the same at 6 PM, spoke the ship. New Hope of New Bedford four whales this season had from the ship. South America & whales this season at the latter part fresh winds from E, N, E, with rain thick foggy steering ship. N, S, W, under all sail

Monday the 30th of June O. P., 1857

Bar 29-30

The first part of these 27 hours fresh winds from N, E, & thick with rain steering ship. on N, W, under all sail the middle part fresh winds from N, W, & thick cloudy the latter part light air from the same steering ship. N, S, W, under all sail

Remains on board Ship Champion of New Bedford arriving
 Tuesday the 6th of June A.D., 1854

Br 29-50

The first part of these 24 hours light air & calm with fog ship. made all sail little or nothing going on board ship. The middle part light air from the East & thick fog, steering ship. very much all sail the latter part fresh winds from the East & thick fog, steering ship. the same at 10 P.M. as the ice fields of ice all around. *W. B. Brown*

Wednesday the 7th of June A.D., 1854

Br 29-60

The first part of these 24 hours light wind & calm with fog at P.M., on board heads lowered the boat with no success as one ship. exhibiting also plenty of whales the middle & latter parts the same ship on different tracks in plenty of low heads about to the ice. *W. B. Brown*

Thursday the 8th of June A.D., 1854

Br 30-00

The first part of these 24 hours light air from the East & with a thick fog. Lowered the boat for low heads a number of times at 2 P.M., the fore boat lowered me at 5 P.M., the next boat got fast to me I had to cut in account of the whale running into the ice boat about 200 fathoms of line the middle & latter parts light air & calm with fog ship. more by the ice at 7 P.M., on a ship. drifting. *W. B. Brown*

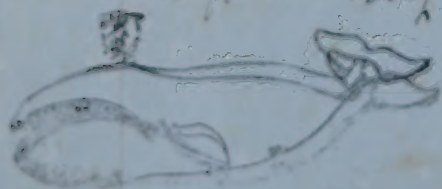
Friday the 9th of June A.D., 1854

Br 30-05

The first part of these 24 hours light air & calm with a thick fog ship. more by the ice and all sail the middle & latter parts light winds from South & clear ship. going by a whale at 9 P.M., fog lifted up as a red whale about 5 fathoms from the ship. took him along side & it being consumed entirely and at 11 at 5 P.M., lowered the boat for low heads with no success plenty of whales in all are now three ships waiting.

Whole dead

Lat 46 53-50 N
 Long 122-25 W

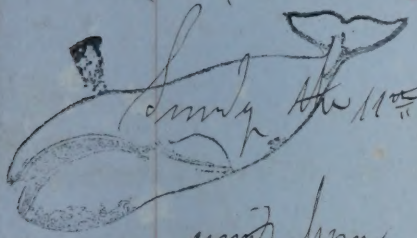


in the Chotok Sea for Bow heads left (Waterman boots)

Saturday the 10th of June A.D. 1857

The first part of these 27 hours fight and I again saw the simplicity in clearing up the dark & Ph, found for a time head, with no success in these short-chasing the middle & little part light winds from the south & fine weather ice fields of ice ships cutting and hauling all around it 10 A.M. took a Dead whale along side in plenty of bombards Set by 55-24 A.M. Long got none

9 a.m. off shore



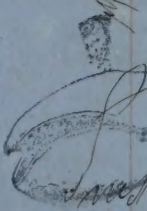
Sunday the 11th of June A.D. 1857

The first part of these 27 hours fight and I again saw the simplicity in cutting & hauling out at 10 P.M. finished cutting the middle & little part fresh winds from S.W. & S. clear fine weather ship in different tacks under short sail employed in hauling out all in a number of ships all hauling & cutting also ice fields of ice Set by 55-27 A.M. Long got 179-128

Monday the 12th of June A.D. 1857

The first part of these 27 hours strong winds from S.W. & clear ship under short sail employed in hauling out all the middle & little part fresh winds from the same & clear ship under short sail in different tacks under short sail at 10 P.M. took a Dead whale along side took me to one side of the house & then let him go Set by 55-9 A.M. Long got 174-30 &

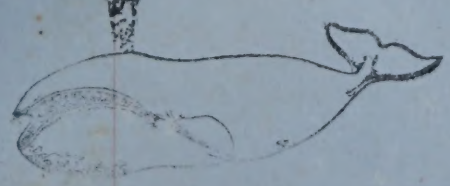
110 p.m. off shore



Tuesday the 13th of June A.D. 1857

The first part of these 27 hours fresh winds from south & fine weather in haul cut at the middle & little part the same at 9 A.M. found the boat for Bow heads the in boat boat got fast to one & brought him along side ice fields of ice in a number of ships driving Set by 55-36 A.M. Long got none

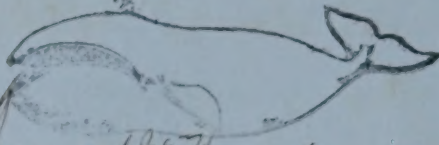
120 hrs off shore



Remarks on board Ship *Champion* of *San Pedro* anchoring
 Wednesday the 12th of June 1854

Whale taken

The first part of these 24 hours
 light winds & calm ship lying by a whale employed in stowing down oil
 the middle & latter parts the same ship lying by a whale at 5 A.M.,
 commenced cutting at 10 A.M., finished cutting at 2 P.M., the
 the boat landed for some heads the bar boat got fast to me and took
 him along side. Notably got none



Thursday the 13th of June 1854

The first part of these 24 hours
 light winds from N.E., & clear ship under short sail ship lying
 by a whale at 6 P.M., commenced cutting, saw a great quantity of whale
 the middle & latter parts strong winds from N.E., & calm ship lying
 by a whale at 6 P.M., commenced cutting the body & it is finished cutting
 saw a number of ship chalking. Various

Friday the 14th of June A.D. 1854

24 hours strong winds from N.E. & calm, saw one ship cutting up
 in sailing out oil the middle part fresh holes from N.E. & with
 fragrant clouds ship under short sail employed in sailing out oil
 the latter part light winds from the west, & calm with passing
 long boats on a fine ship. Set of 55, 29.10

Saturday the 15th of June A.D. 1854

24 hours light winds from N.E., & calm, saw a fine ship & a fine
 pieces of floating ice employed in sailing out oil & stowing down oil
 the middle & latter parts light winds from the north & a vessel ship
 under short sail employed in sailing out oil saw ice fields of ice
 two ships chalking. Set of 55-29.10
 very got none

in the Chotsk Sea for Ben head's Capt & Waterman's hunt

Sunday the 18th of June A.D. 1854

The first part of these 24 hours light winds from S.W. ship under short sail at 1 P.M., picked up a lead whale at 2 P.M., commenced cutting at 3 P.M., finished cutting 4 P.M. in hauling & cutting the middle & better part strong winds from S.W., & fog banks passing over ship under short sail employed in hauling out oil & stowing down oil for two ships hauling and quite a number cutting under all sail being working. Set 4 lbs 10

Westerly
Whale down

Monday the 19th of June A.D. 1854

The first part of these 24 hours light breeze from the north & clear employed in stowing down oil & hauling out oil ship under short sail the middle part the same the better part light winds from S.W., & clear employed in stowing down oil & hauling out oil for two ships hauling and a number not hauling. Set 4 lbs 55-92 10

Tuesday the 20th of June A.D. 1854

The first part of these 24 hours light winds from S.W., & clear ship under short sail heading on the larboard tack employed in hauling out oil & stowing down oil the middle & better part light winds from the south & clear ship on different tacks near by the ice so quite a number of ships seen chalking. Set 4 lbs 10

Wednesday the 21st of June A.D. 1854

The first part of these 24 hours fresh winds from S.W., & clear ship heading East under short sail employed in hauling out oil & stowing down oil for 25 ships & about ice fields of ice the middle & better part strong winds from S.W., & clear with some fog so quite a number of ships seen chalking. Set 4 lbs 10

Thursday the 22nd of June A.D. 1854

The first part of these 24 hours strong winds from S.W., & clear ship heading East on tack under short sail employed in stowing down oil & hauling out oil at 3 P.M., finished hauling the middle & better part the same employed in stowing down oil ship under short sail in S.W. wind tacks in ice fields of ice quite a number of ships working. Set 4 lbs 10

Ship *Champion* of New Bedford Remains in the
Bay the 25th of June A.D. 1857

The first part of these
24 hours fresh winds from the south & thick with a light
fog employed in stowing down all ship work short sail in different
tacks the middle & better parts light winds from the south & foggy
ship work short sail employed in stowing off the after hatch & bottom

Sunday the 27th of June A.D. 1857

The first part of these 24
hours light winds from the south & foggy at 2 P.M. the fog lifted
up in ice fields of ice & plenty of ships were seen off. Ship
employed in stowing off the after hatch the middle & better parts the
winds from S.W. & clear ship work short sail in different tacks
employed in washing down

Sunday the 25th of June A.D. 1857

The first part of these 24 hours
fresh winds from the south & clear fine weather ice fields of ice
some what scattered so a great quantity of ships two anchoring em-
ployed in butting out ice washing & scrubbing down the middle
& better parts light winds & calms with some fog at daylight set all
ship heading N.E. with a light wind from S.W.

Bar 29.50

Monday the 26th of June A.D. 1857

The first part of these 24
hours light winds from S.W. & clear with fine weather ship
work all sail heading to the N.E. so a number of ships the
middle & better parts light winds & calms employed in cleaning
down

Tuesday the 27th of June A.D. 1857

The first part of these 24
hours light winds & calms employed in cleaning down the middle
& better parts light winds from S.W. & clear then in ship work
some all sail employed in day driving down till 5 P.M. at
the men off duty sick to 10 P.M. at the bed

Bar 29.50

Bar 29.50

Chetopa Sea for Ben Head (Capt. Waterman Master)

Wednesday the 28th of June A.D. 1857

land

The first part of these 24 hours light air from S.W. & clear steering ship. At 10 AM under all sail at 4 PM the Exeter was of the land is visible & wind to W. W. W. but about 20 miles the next day about 20 miles the middle & better part the same the latter part strong winds from W. & with passing clouds & fog banks at daylight land was not seen. At 10 AM but about 20 miles at 10 AM, saw from ship of a small point of land one sailing three to an inch in a small bay at 10 PM, spoke the ship Mary Trager of New Bedford from which this account to 10 AM, steering along the land but about 20 miles at 10 PM 56-17 W

Thursday the 29th of June A.D. 1857

land

The first part of these 24 hours strong winds from W. & with passing fog banks steering ship along near by the land in company with the Mary Trager the middle part light air from N.W. & with passing fog banks hanging around in a number of ships one sailing. At 10 AM

Friday the 30th of June A.D. 1857

land

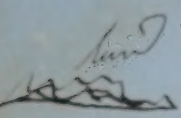
The first part of these 24 hours light air & calm with fog banks hanging around in quite a number of ships one sailing & two anchoring ship under short sail the middle & better part the same the Exeter was of the land seen, North the next day about 20 miles At 10 AM one more off duty sick

Saturday the 1st of July A.D. 1857

land

The first part of these 24 hours light air & calm with fog banks hanging around land in sight but about 20 miles having seen one, & around to port and so on to North saw a number of ships at 4 PM, spoke the ship Mary Trager of New Bedford & John Ston & Tracy Shoreland & which this evening the middle & better part the same at 10 PM, dropped the anchor in about 22 fathoms of water and let down some of the lower three boats and sent them ashore on a secret some after the fog light up saw Ben Head land the steamer and about 5 PM saw smoke land but about 5 miles from it. At 10 PM

Remark on board ship. Champion of the South in the
Sunday the 1st of July A.D. 1854

 22 fathoms

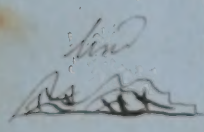
The first part of these 24 hours light air & calm ship. going by her anchor
not about 5 miles the party chasing her heads with no success on
a number of ships at anchor the middle & latter part
the same employed in chasing her heads with no success

Monday the 2nd of July A.D. 1854

22 fathoms

The first part of these 24 hours light air & calm with fog ship. going by her anchor
near by the land in 22 fathoms of water employed in chasing
her heads with no success on a number of ships the middle
& latter part the same on more off ship side

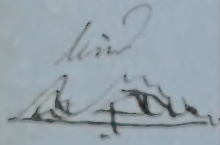
Tuesday the 3rd of July A.D. 1854

 22 fathoms

The first part of these 24 hours light air & calm with fog ship. going by her anchor
near by the land in 22 fathoms of water both employed
in chasing her heads with no success on a number of ships
by 8 to a anchor some boiling the middle & latter part
the same

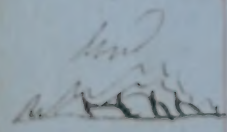
25 fms 55-2500

Wednesday the 4th of July A.D. 1854

 22 fathoms

The first part of these 24 hours light air & calm with passing fog banks ship. going
by her anchor in 22 fathoms of water near by the land two boats
were looking for whales on a number of ships at anchor
the middle & latter part the same

Thursday the 5th of July A.D. 1854

 10 fathoms

The first part of these 24 hours light air & calm ship. going by her anchor in
22 fathoms of water at 5 P.M. took the anchor and drifted
down with the current near by the land the middle & latter
part the same with rain at 9 P.M. dropped anchor again while
from there in 10 fathoms of water

Chetok Sea Pursuing for Bow head Sept Waterman Hunter
Friday the 7th of July A.D. 1854

The first part of these 22 hours strong winds from S.W. & from ship. being 2 hrs anchor in 22 fathoms of water had bottom 10 fms. at anchor one hauling the middle & little parts light pieces & edging from S.W. & the boats employed in chasing landed in company with a number of other ships with no success at 7 P.M. took the anchor & steamed ship along the bow to the sun and at 12 P.M. dropped anchor again in 22 fathoms of water from which I shot from the shore

Saturday the 8th of July A.D. 1854

The first part of these 22 hours light airs & edging & clear ship. being 2 hrs anchor in 22 fathoms of water from which I shot from the bow in chasing Bow heads with no success the middle & little parts the same on shore off duty and

Sunday the 9th of July A.D. 1854

land
22 fathoms
60 fathoms
whole day

The first part of these 22 hours strong winds from the North & North West with some ease with ship. being 2 hrs anchor in clear 22 fathoms of water employed in chasing bow heads with success the other boat got lost to me the wind off shore from the ship killed him anchor the whole I kept on board for the whole one night the middle & little parts the same at 3 P.M. took the anchor hauled sail & steamed for the ship for the whale took him along side again & cut him in one a back cutting from below M. at anchor



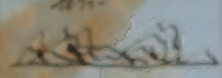
Monday the 10th of July A.D. 1854

land

The first part of these 22 hours strong winds from the North & North West with passing squalls at 5 P.M. brought the ship to 2 hrs anchor in 22 fathoms of water the middle & little parts the same with some rain ship. being 2 hrs anchor in 22 fathoms of water 2 boats from land

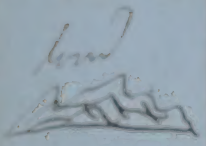
Remarks on board Ship Thompson of New Bedford

Tuesday the 10th of July A.D. 1854



heavy fresh winds from the North & West with fog ship-
ping by her anchor in 22 fathoms of water 4 miles from shore
the middle & little frigate light winds from the West & by
at daylight started the masts and sent two boats ashore

Wednesday the 11th of July A.D. 1854



heavy light winds & calm ship-
ping by her anchor in 22 fathoms
of water employed in looking out and a number of ship-
ping by her anchor the middle & little frigate light winds from the
West & by

Thursday the 12th of July A.D. 1854



heavy light winds from N.E. & clear ship-
ping by her anchor in
22 fathoms of water about four miles from shore employed in looking
out and the middle frigate light winds & calm with rain the little
frigate strong winds from N.E. with rain & heavy small sailing
from N.E. at 9^h the ship took the anchor and set double-reef
top sails ship did haul hauling N.E. with a thick fog
in three got under way & stand upright the bay under shot
and

Friday the 13th of July A.D. 1854

heavy strong winds from N.E. & fog ship-
ping by her anchor in 22 fathoms
of water the two boats the middle & little frigate light winds
& calm with fog & some rain employed in standing down and at
2 P.M. lifted anchor again near by the land one of the boats
sailed in about 22 fathoms of water

Cruising in the Bering Sea (Capt. M. M. Knutson 1854)

Saturday the 15th of July A.D. 1854

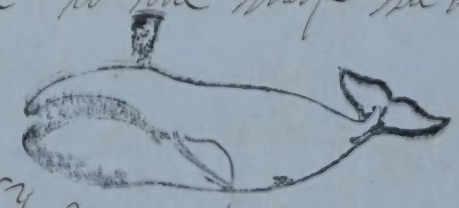
land

The first part of these 24 hours light wind from the East & clear in the morning began at 10^h going 2^h by anchor in 20 fathoms of water 4 miles from the land on a number of ships all under way at 1 P.M. it lost came from a French ship the middle & better part the same at 4 P.M. took the anchor and made the ship to the West with fine weather & in company with a number of other ships in a number to anchor.

Sunday the 16th of July A.D. 1854

50 fms
off the coast
land

The first part of these 24 hours fresh wind from the East & clear with fine weather at 1 P.M. dropped anchor in about 15 fathoms of water nearly the land did not 4 miles sent two boats ashore to look for whales in a fine with no success the middle & better part strong wind & squally with rain & attended with lightning the latter part light wind from the East & clear at 1 P.M. called all hands and took the anchor it came up foul clear at 2 P.M. dropped it again at 7 P.M. took the anchor again got the ship under way and started in near by the land dropped anchor again in 15 fathoms of water at 9 P.M. lowered the boats for whales the Starboard boat got fast to me I took her to the ship - saw a number of ships at anchor



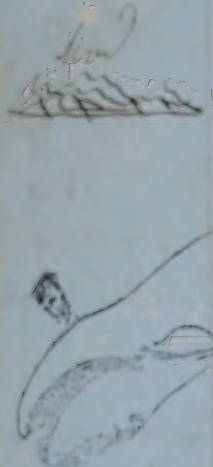
Monday the 17th of July A.D. 1854

land

The 15 first part of these 24 hours fresh wind from North & clear with some fog at 4 P.M. commenced putting at 8 P.M. finished putting ship going 2^h by anchor the middle & better part light wind & clear with fog at 7 P.M. sent two boats ashore to look for whales ship going 2^h by anchor in 20 fathoms of water about 4 miles from shore

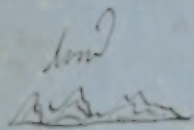
Barnabas On land Ship Champion of New Bedford

Tuesday the 18th of July A.D. 1857



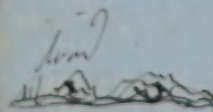
The first part of these 27 hours light wind from different points with fog ship. The anchor in 10 fathoms of water & high from land two boats ashore taking four whales took the anchor and dropped it a little further to the south & south of the middle & latter parts the same at daylight started the anchor at 11 AM, fog lighted up in a dead whole took him to the ship. & cut him in for a number of ship. to an anchor three dealing

Wednesday the 19th of July A.D. 1857



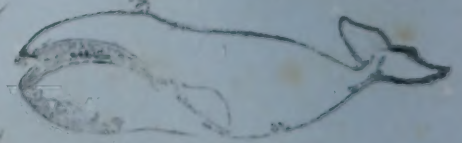
The first part of these 27 hours light wind & calm fog ship. High by the anchor the boats got off from shore at 8 PM, the fog being somewhat lighter in a number of ship. at anchor the middle & latter parts the same employed in hauling out oil three men off duty sick

Thursday the 20th of July A.D. 1857

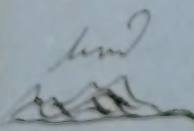


Notes
off the chain

The first part of these 27 hours light wind & calm with fog ship. High by the anchor employed in hauling out oil at 2 PM, the fog lighted up the boats hauled in whales the forehand boat got fast to one & took him along side at 6 PM, took the anchor and went to the whole then dropped it again the middle & latter parts strong wind from N.E. & S. thick with rain ship. being 1/2 a whole



Friday the 21st of July A.D. 1857



The first part of these 27 hours strong wind from N.E. with rain employed in cutting a whole ship. being 1/2 a whole & the anchor in a number of ships at anchor the middle & latter parts light wind & calm with fog and rain employed in stamping down oil two men off duty sick in a number of ship at anchor

Arriving in the Chetok Sea (Capt. Waterman Master)

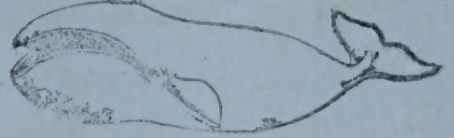
Saturday the 22nd of July 1857

The first part of these 24 hours light air & calm with fog at 2 P.M., started the work I took the anchor and dropped it near by a point of land but about 4 miles employed in chasing whales no success the middle & latter part fresh winds from the North & I thick with rain the last hour for whales the mast boat got fast to me I took him along side

23 hrs
Whole chain

Sunday the 23rd of July 1857

The first part of these 24 hours fresh winds from the North & I thick with rain at 2 P.M., the last hour for whales the Barn I got fast to two whales and took them along side employed in cutting the middle & latter part the same ship being by the anchor



20 hrs
Whole chain
25 hrs
Whole chain

Monday the 24th of July 1857

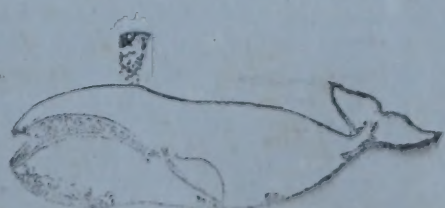
The first part of these 24 hours light air & calm with fog at 2 P.M., the last hour for whales the Barn I got fast to me & the line got full in the chocking and was the means of raising the boat over and so lost the whole of line the middle & latter part light air & calm with fine weather at 5 P.M., the last hour for whales the Star boat got fast to me I took him along side in a minute of ship - it was

25 hrs
Whole chain

Tuesday the 25th of July 1857

The first part of these 24 hours light air & calm ship being by the anchor in a position of waiting the middle & latter part the same employed in cutting & last night out all two boats when looking for whales the Barn I got fast to me I took him along side in a minute of ship it was from chocking

25 hrs
Whole chain



Bengals on board Ship Champion of New Bedford were by the
Wednesday the 20th of July A.D. 1854

The first part of this 24 hours
light air & calm with fine weather employed in putting out sail
at 5 P.M. took the anchor & stood in some what near the land
& hauled it again the middle & better part light air & calm
with fine weather in a number of ships at anchor

Thursday the 21st of July A.D. 1854

The first part of these
24 hours light air & calm & clear ship going by her anchor in
12 fathoms of water employed in putting out sail & standing
down sail two parts when looking for whales in success the middle
& better part the same

Friday the 22nd of July A.D. 1854

The first part of these 24
hours light air & calm with fog employed in putting out sail
ship going by her anchor in 12 fathoms of water at 5 P.M. took the
anchor & hauled it again in 12 fathoms of water about 4 miles
from the land the middle & better part light wind & calm
employed in standing down sail at 5 P.M. lowered the boats
for whales the foreland & starboard boat got first to one whale
& took them to the ship

Saturday the 23rd of July A.D. 1854

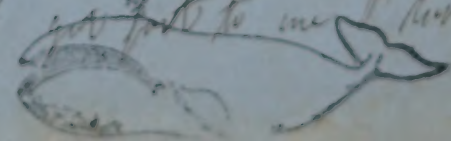
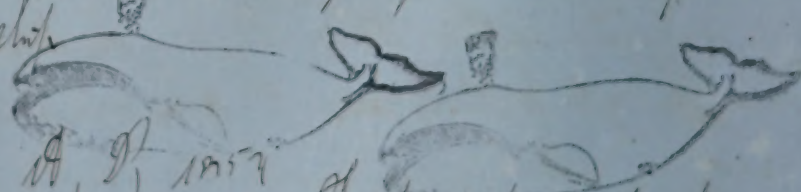
The first part of these
24 hours light air & calm with fog looks promising morning on
a number ship at anchor are doing in the middle & better part
light air & calm with fine weather ship going by her anchor
in 15 fathoms of water employed in cutting two whales

Sunday the 30th of July A.D. 1854

The first part of these 24
hours light air & calm & fine employed in standing down sail the middle
& better part light wind from the North & from the West shore
looking for whales the foreland boat got first to one & took
him to the ship

Whole crew 75 hands

Whole crew 75 hands



Shenton Island Sept to Meteoron Harbor A.D. 1857

Monday the 1st of July A.D. 1857

The first part of these 24 hours light and calm with fine weather at 2 P.M. took the anchor & went to the whole that we had found up & then 'dropt' it again in 12 fathoms of water the middle & better parts the same with fog implied in cutting ship. going by his anchor

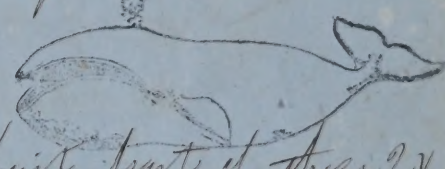
Tuesday the 2nd of ~~July~~ ^{August} A.D. 1857

The first part of these 24 hours light and calm with fog implied in boiling & throwing down oil the middle & better parts the same implied in boiling out oil & cleaning house at 1 P.M. the boats landed and went in shore for whaling the 'Sarkand' boat got part to one & took him to the ship. ship. going by his anchor in 15 fathoms of water 10 miles from the land

50 bush
oil
white oil

Wednesday the 3rd of ~~July~~ ^{August} A.D. 1857

The first part of these 24 hours light and calm implied in boiling out oil the middle & better parts the same implied in cutting ship. going by his anchor in 15 fathoms of water in a number of ships at anchor



Thursday the 4th of August A.D. 1857

The first part of these 24 hours light and calm with fine weather implied in throwing down oil & boiling out oil the middle & better parts the same two boats ashore looking for whales in a number of ships at anchor

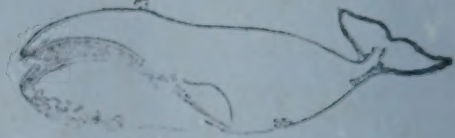
Friday the 5th of August A.D. 1857

The first part of these 24 hours light wind from N.E. & clear ship. going by his anchor in 15 fathoms of water implied in boiling out oil & sold one cart of bread to the ship. General part the middle & better parts the same implied in boiling out oil & throwing down oil showing whales ship. going by his anchor

Remarks on board Ship. Thompson of New Bedford Running now
 Saturday the 5th of August A.D. 1857

20 barrels
 100 lbs
 100 lbs

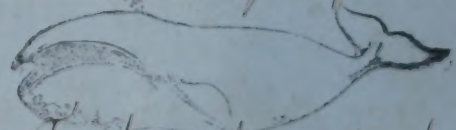
24 hours light air & calm with fine weather employed in chasing
 whales & hauling out oil the last haul got fast to one &
 took him to the ship the middle & the parts the same at 8
 O'clock took the anchor & went to the a whole that we had
 anchored near by the land



Sunday the 6th of August A.D. 1857

20 barrels
 100 lbs
 100 lbs

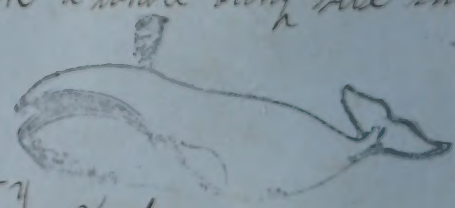
24 hours light air & calm with fine weather employed in
 chasing whales & hauling out oil ship. going by her anchor
 in 15 fathoms of water at 2 O'clock commenced cutting the
 middle & the parts the same at daylight the boat lowered for whales
 the West boat got fast to one killed him & hauled him
 the ship being about 10 miles distant saw a number of ships at anchor



Monday the 7th of August A.D. 1857

20 barrels
 100 lbs
 100 lbs

24 hours light air & calm with fine weather employed in
 hauling out oil & steering down oil got the ship under way
 & a whole day and that we are drifting past the ship &
 then stood for the boat that was going by a whole the middle
 & the parts the same at 8 O'clock took a whole along side employed
 in hauling & cutting



Tuesday the 8th of August A.D. 1857

24 hours light air & calm with fine weather employed in steering
 down oil ship going by her anchor in 15 fathoms of water saw a
 number of ships at anchor & hauling the middle & the parts
 then went from 2 O'clock clear at 2 O'clock took the anchor
 & went to the next to under the ship saw a number
 of ships at anchor

In the Hunter Islands Capt Motsoni Hunter A.D. 1854

Wednesday the 9th of August A.D. 1854

The first part of these 24 hours light air & calm employed in cleaning house at 2 P.M. & at anchor in 10 fathoms of water 10 miles from land the middle & latter part the same employed in cleaning house the boats were looking for whales

Thursday the 10th of August A.D. 1854

The first part of these 24 hours light air & calm with fine weather the boat were looking for whales st. being by his anchor in 10 fathoms of water the middle & latter part the same employed in hauling out oil the boats were looking for whales but the ship inspired of Van Buren have a large cast of crew

Friday the 11th of August A.D. 1854

The first part of these 24 hours strong winds from W.S. & sharp seas st. being by his anchor in 10 fathoms of water with 10 fathoms of chain out employed in hauling out oil the middle & latter part the same at 2 P.M. but the fires out at 2 P.M. took a miller along side the boat killed the day before & as the worst boat got off from shore that stopped over night it being so rough they did not dare to come off the night before

Saturday the 12th of August A.D. 1854

The first part of these 24 hours fresh winds from W.S. & which began employed in cleaning house st. being by his anchor in 10 fathoms of water the middle & latter part the same employed in hauling out oil st. being by his anchor in 10 fathoms of water with a heavy squall running from W.S. & the boat & boats came down from the ship. Agassiz of Van Buren got lost in the fog from the ship & so stayed aboard until better weather

Remarks on board Ship. *Champion* of New Bedford

Sunday the 13th of August A.D. 1854

29 hours strong winds from N.E., & thick with rain at 8 P.M., took the anchor & made ship along shore at 9 P.M., dropped it again in 2 fathoms of water 4 miles from shore in a number of ships at anchor the middle & little party the same at 7 P.M., landed the party for whales the *Sam* boat got fast to one & took him along side at 9 P.M., took the anchor and made ship along shore to get a lee it blowing in the strong from N.E.

Monday the 14th of August A.D. 1854

29 hours strong winds from N.E., & thick fog simply in stormy *Sam* at 1 P.M. cutting a small whale the middle & little party from moderate at 1 P.M. the party landed for whales the *Sam* boat got fast to one & took him along side ship. going by him anchor in 10 fathoms of water 5 miles from shore

Tuesday the 15th of August A.D. 1854

29 hours light air & calm with fine weather the boat of whaling the middle & little party the same ship going by him anchor in 10 fathoms of water 5 miles from land at 2 P.M. took the anchor and dropped it again near by a small Island. Just 4 miles said a boat to the ship. *Manana* of New Bedford

Wednesday the 16th of August A.D. 1854

29 hours light air & calm with clear weather the boat of whaling for whales the middle & little party the same

Thursday the 17th of August A.D. 1854

29 hours light air & calm with fine weather the boat of whaling for whales ship going by him anchor in 10 fathoms of water the middle & little party fresh winds from N.E. & clear at 7 P.M. took the anchor & stood to the N.E. under top sails

Cruising near the Shantar Islands Sept (Waterman) ⁵⁷
 Sunday the 18th of August A.D. 1857

The first part of these 24 hours strong winds from N.E.; I along ship under short sail on different tacks heading off and on near by the western shore two ships in sight under short sail the middle of latter part light air & calm with some fog steering ship up along the coast to the N.E. see one sail steering the same lat of 55-30

Saturday the 19th of August A.D. 1857

The first part of these 24 hours light air from the south & clear steering ship along the western coast to the N.E. ship distant from the land about 8 miles involved in building up sail the middle of latter part light air & calm with fine weather see one ship - accounting to one distant land distant about 10 miles

Sunday the 20th of August A.D. 1857

^{land}
 The first part of these 24 hours light air & calm ship under all sail near the land distant about 10 miles two boats ashore looking for whales the middle of latter part light air from N.E. with some fog ship under all sail heading off and on near by the western shore the boats ashore looking for whales

Monday the 21st of August A.D. 1857

^{Bar}
 The first part of these 24 hours light wind from N.E. with some rain ship under all sail near by the western shore the boats ashore looking for whales the middle of latter part strong wind from N.E. & S.E. thick along with rain & some fog ship on different tacks at 12 P.M. double reef the top sails at 2 P.M. close reef the top sails blowing strong from N.E. & S.E. with rain

Remarks on board Ship Champion of Salem before me by the
Tuesday the 22nd of August A.D. 1854

The first part of these
24 hours strong winds from N.E. & E. thick with rain ship
got her main track under close reefed top-sails the middle
& latter part strong winds from N.E. & E. thick with rain ship
in different tracks under close reefed top-sails with a tremendous swell
running from N.E. & E. East

Wednesday the 23rd of August A.D. 1854

The first part of these 24
hours strong winds from N.E. & E. thick with rain ship in the
star board track under close reefed top-sails at 4 P.M. reefed the fore sail
& set it blowing in heavy from the same the middle & latter part
strong winds from the same with rain at 12 P.M. turned the
right out of the coming ship in different tracks at 8 P.M.
round the (m) sail blowing in heavy from the same at 9 P.M.
as the land did about 12 hours being all.

Thursday the 24th of August A.D. 1854

The first part of these
24 hours strong winds from N.E. & E. thick with rain ship in
different tracks under double reefed top-sails & gages employed in
flaming up between decks aft the middle & latter part the same
ship in different tracks under double reefed top-sails

Friday the 25th of August A.D. 1854

^{land?}
~~Rein~~ The first part of these
24 hours strong winds from N.E. & E. thick cloudy with some
rain ship in different tracks for three days under double reefed
top-sails at 4 P.M. the land bore N.E. first about 15 miles
the middle & latter part strong winds from the same & clear
ship in different tracks under all sail employed in steaming down
at sea some sails also land did about 12 hours being all.

Western Shore in the Ochotsk Sea Capt Wm. A. Mearns
 Saturday the 26th of August A. D. 1857

Saturday the 26th of August 1891



24 hours light air & calm with fine weather. Hunted the boat for
~~some~~ some hours no success. Shot on different tracks on three ships
 one cutting land in sight. Bird shot 15 miles from shore, & killed
 the middle & better parts the same at 8 or 10 pm. Hunted the boat for
 some hours the boat never got fast to me. I took him to the ship
 the next morning land bird about 25 miles from shore, to which


Sunday the 27th of August A. D. 1857

Monday the 21st of August 1854
~~and~~ 24 having light winds from the East id^l clear ship on sight
 out tacky the ship on Island Dist about 20 miles bearing S.E. the
 middle of better from light winds from the south id^l foggy in place in
 cutting ship under short sail on a fine ship

Monday the 22nd of August 1857

Monday the 2nd of August 1854. The first part of these 24
~~hours~~ hours light winds from the south of ^{the} ~~bay~~ employed in helping out
 out of breaking out the fore hatch ship under top-sails the middle
 of little fresh light winds from the East & Pelia ship under
 short sail

Tuesday the 29th of August 1857

land  The first part of these 27
hours light air from the North & clear sky - under short sail
employed in hauling out at land in 12 light, but about 25 miles
long, 226, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 8

Wednesday the 30th of August A.D. 1807

The first part of the
22 hours fast runs from the bottom of the steering shaft to the
shaft and the North part of the big shaft in the South side
which it is the lower part for the lower in the middle
the lower part of the shaft of the shaft in the middle

Remarks on board Ship. Champion of New Bedford were by the
Thursday the 21st of August A.D. 1857

The first part of the 24 hours light air & calm & clear sea a number of ships were drifting
also land being from North, around to west & open to south the
nearest dist about 25 miles the middle & latter part the same simply
in stowing down sail

Friday the 22nd of September A.D. 1857

land

The first part of the 24 hours light winds from the south & calm with fine weather sea the
ships drifting one cutting simply in stowing down sail the Big
Shooter Island being seen, dist about 25 miles the middle & latter
part the same with some fog

Saturday the 23rd of September A.D. 1857

land

The first part of the 24 hours light winds & calm with passing fog looks as if
spoke the ship. Sage Henderson of New Bedford & whaler thus
evening at 4 P.M. the Big Shooter Island was south dist about
25 miles at 5 P.M. landed the boats for New Bedford the next boat
got fast to me & took his time and so lost the whole the middle
& latter part fresh winds from N.E. & cloudy the boats chasing
whales no success

Sunday the 24th of September A.D. 1857

land

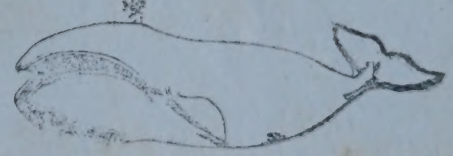
The first part of the 24 hours light wind from N.E. & calm ship went all sail
in different tacks the boats chasing New Bedford no success for a
number of ships there drifting the small Island of the N.E.
part of the Big Shooter Island was south dist 25 miles
the middle & latter part light air & calm ship went all
sail simply in chasing whales no success

Shunter Islands anchoring for Bowheads (Capt. M. M. M. M. M.)

Monday the 4th of September A.D., 1857

land
95 fathoms
Whole day

The first part of these 24 hours light air & calm with fine weather the boat chasing whales no success the Bow Shunter Island lies S.W. dist 25 miles the middle & little parts strong wind from S.W. A clear ship on different tracks through the night in a number of ships at 8 P.M. the boat hauled for whales the forehand part got fast to one I took him along side in one with the ship - he took on the other along side



Tuesday the 5th of September A.D., 1857

land

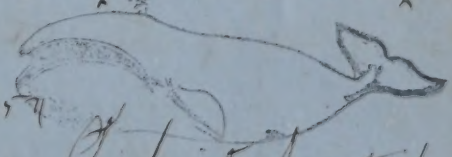
The first part of these 24 hours strong wind from S.W. A clear ship employed in cutting a whale ship under short sail at 4 P.M. finished cutting ship about 25 miles from the western shore the middle & little parts light air & calm at 1 P.M. started the works in a number of ships & light air

Wednesday the 6th of September A.D., 1857

land

100 fathoms
Whole day

The first part of these 24 hours light winds from the south & calm in light in hauling out at ship under top-sail & heading in towards the western land dist about 25 miles bearing from S.W. around to west & seven to eight in 5 ships chasing I was cutting the middle & little part light air & calm ship under short sail at 7 P.M. the boat hauled for Bowheads the forehand part got fast to one I took him along side in a number of ships chasing & one cutting

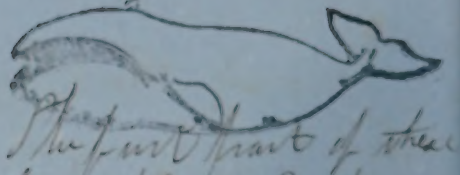


Thursday the 7th of September A.D., 1857

Whole day

The first part of these 24 hours light air & calm with fine weather employed in cutting & hauling the west most shore lies N.W. dist 25 miles the middle & little parts strong winds from N.W. A clear ship under short sail employed in hauling out at 7 P.M. the boat hauled for whales the forehand part got fast to one hauled him the whole stern much and so left the whole in a number of ships there chasing

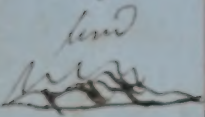
Reynolds on board Ship. Champion of New Bedford arriving
On the 2nd of September A.D., 1854



off 95 fathoms
off 100 fathoms

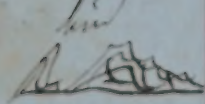
24 hours strong winds from N.W. & clear ship under short
sail employed in looking out oil & storming down oil & 20 fms
the best land for New Bedford the schooner just got fast to one of
tack him along side in a number of ships the Big Shanty
Island line south ditto about 30 fms the middle & better part
the same ship under short sail employed in cutting a large article

Saturday the 9th of September A.D., 1854



24 hours strong winds from N.W. & cloudy ship under short
sail employed in storming down oil the Big Shanty Island
line south ditto about 25 fms the middle & better part light winds
& calm with a heavy swell running from N.E. in a number
of ships the big Shanty Island line seen, ditto about 20 fms employed in
looking out oil & storming down oil

Sunday the 10th of September A.D., 1854



24 hours light winds from the south & clear ship under short sail employed
in looking out oil in a number of ships the Big Shanty Island line
seen, ditto about 25 fms the middle & better part the same employed
in looking out oil the Big Shanty Island line south ditto
about 25 fms

Monday the 11th of September A.D., 1854

The first part of these 24 hours light winds & calm with fine weather em-
ployed in looking out oil in a number of ships & sailing
a boat with the Boyer Deleware of New Bedford 240 whels
this season the middle part the same the better part strong
winds from N.W. & thick with rain employed in storming down
oil & looking out oil in one Boyer acunting also land study the
Island line south ditto about 25 fms

near the Hunter Island for Bow heads (Capt Motson master)

Tuesday the 12th of September A.D. 1854

~~had~~ ^{had} hours strong winds from the north & back with rain ship under short sail imp^d in boiling out oil in a number of stops one haul in also land lying south of all the nearest Dist about 25 miles the middle of latter from 5 strong winds from N.W. & clear ship under short sail imp^d in boiling out oil & steam very down out

Wednesday the 13th of September A.D. 1854

The first part of the 24 hours strong winds from N.W. & clear ship going to and short sail imp^d in boiling out oil & steam down out at 4 P.M. the try to Hunter Island for Bow Dist about 40 miles the middle of latter from 5 fresh winds from the same & clear ship under short sail ~~and~~ ^{and} in different tacks imp^d in steam very down out

Thursday the 14th of September A.D. 1854

The first part of the 24 hours light winds from south & clear then my ship off all under all sail the try to Hunter Island for Bow Dist about 40 miles the middle of latter from 5 light winds from N.W. & clear at 4 P.M. the boat hoisted for Bow heads the boat got fast to one the line parted & is lost the whole

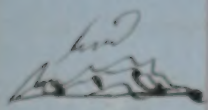
all the best

Friday the 15th of September A.D. 1854

~~had~~ ^{had} The first part of the 24 hours light air & calm in two ships taken while along side ship under short sail imp^d in chasing whales no success the try to Hunter Island for Bow Dist about 40 miles the middle of latter from 5 strong winds from N.W. & with passing clouds on three ships taken whales along side the boat imp^d in chasing whales no success

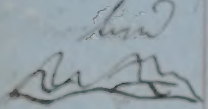
Remarks on the Ship-Company of Ben Biffen

Saturday the 16th of September A.D. 1857



The first part of these 24 hours light air & calm & clear sky showing some heads no success in a number of ships the Big Shorter Island for south dit about 25 miles the middle & little part strong winds from N.W. & with passing clouds ship under short sail in plenty of Ben heads ship in different tacks

Sunday the 17th of September A.D. 1857



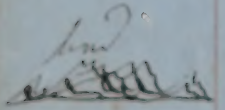
The first part of these 24 hours strong winds from N.W. & clear sky under short sail with Ben in the land tacks about the Big Shorter Island for south dit about 30 miles the middle & little part fresh Gales from the same & with passing clouds ship going to make storm sails

Monday the 18th of September A.D. 1857



The first part of these 24 hours fresh Gales from N.W. & cloudy ship under storm sails with Ben in land tacks about the ship part of the Big Shorter Island for N.W. dit about 50 miles for one side the middle & little part the same ship under short sail in different tacks in three parts

Tuesday the 19th of September A.D. 1857

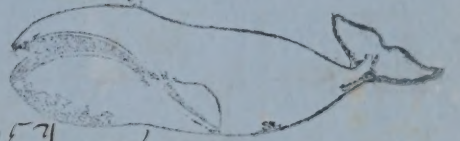


The first part of these 24 hours strong winds from N.W. & clear sky under all sail heading to the west under all sail at 2 P.M. the middle part of the Big Shorter Island for N.W. dit about 25 miles the middle & little part fresh winds from N.W. & N.E. at 8 P.M. the boats lowered for Ben heads no success ship under short sail

were by the Hunter Islands Sept. 1st. Master 1857

Monday the 20th of September 1857

The first part of these 27 hours fresh winds from the South & clear ship under short sail in plenty of Barn heads the W.C. point of the Big Hunter Island bore south dist about 25 miles the middle & little parts light air & calm & clear, ship under short sail at 8 A.M. the boats lowered for Barn heads the starboard boat got fast to me & took him along side I cut him in for me sail at 10 A.M. the Big Hunter Island bore south dist about 25 miles



Tuesday the 21st of September 1857

The first part of these 27 hours strong winds & squally with rain from W.C. in plenty of Barn heads also & south the Big Hunter Island bore south dist about 25 miles the middle & little parts light winds & calm with fine weather ship under short sail employed in hauling out oil at 8 A.M. the boats lowered for Barn heads the most boat got fast to me & took him along side for one sail



Wednesday the 22nd of September 1857

The first part of these 27 hours light winds from S.W. & clear ship under short sail with a whole along side employed in cutting the Big Hunter Island bore the W.C. point south dist about 25 miles in plenty of Barn heads all around the middle & little parts light light air & calm & clear employed in hauling out oil for two sails

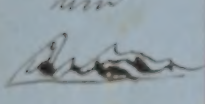
Thursday the 23rd of September 1857

The first part of these 27 hours light air & calm with fine weather employed in hauling out oil in plenty of Barn heads ship under short sail the small Island of the W.C. point of the Big Hunter Island bore south dist 15 miles the middle & little parts the same

Remarks on board Ship Champion of New Bedford concerning
Sunday the 24th of September A.D. 1854

The first part of these 24 hours light airs from the south with fine weather simply in beating out oil the middle & better part light airs & calms with fine weather simply in beating out oil thick mist hanging around so that we could see a great way

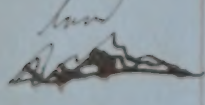
Monday the 25th of September A.D. 1854

 The first part of these 24 hours light airs & calms with fine weather so plenty of down heads simply in beating out & stowing down oil between decks at 5 P.M. the wind died down 40 miles the middle & better part the same with fog ship under short sail

Tuesday the 26th of September A.D. 1854

The first part of these 24 hours light airs & calms with fog ship under short sail the middle & better part the same ship under short sail simply in stowing down oil between decks

Wednesday the 27th of September A.D. 1854

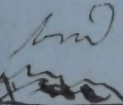
 The first part of these 24 hours light airs & calms with passing fog looks for two ships simply in stowing down oil the middle & better part of the day the wind died down 45 miles so plenty of down heads the middle & better part the same with a thick fog ship under short sail

Thursday the 28th of September A.D. 1854

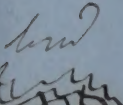
The first part of these 24 hours light airs & calms with a thick fog ship under short sail the middle & better part the same the latter part clear from fog so plenty of down heads toward the last no success

near by the Hunter Islands for Bone heads Sept (Note on Hunter)

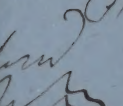
Friday the 29th of September A.D. 1854

 The first part of these 24 hours light air & calm with clouds hanging around the small sail the middle & fore part strong winds from the N.W. & clouds at 12 P.M. while rest the ship sails in different tracks the N.W. land dist about 20 miles Open the Logbook of No. 8000

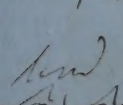
Saturday the 30th of September A.D. 1854

 The first part of these 24 hours strong winds from N.W. & thick clouds in one ship. also the N.W. point of the Big Hunter Island here south dist about 30 miles in plenty of Bone heads the middle & fore part strong winds from the same thick with passing fog banks in a few Bone heads

Sunday the 1st of October A.D. 1854

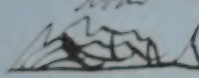
 The first part of these 24 hours strong winds from N.W. thick & cloudy ship runs short sail at 3 P.M. the N.W. land dist about 25 miles ship heading N.W. the middle & fore part light breeze from the same & cloudy at daylight made all sail & put the ship on the Bone head track heading N.W.

Monday the 2nd of October A.D. 1854

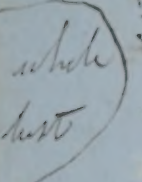
 The first part of these 24 hours light winds from N.W. & with passing clouds the N.W. point of the Big Hunter land dist about 25 miles in four ships one clearing one take a whole day side the middle & fore part strong winds from N.W. & cloudy ship runs while rest the sails in different tracks working to the wind in plenty of Bone heads also we sail clearing

Bearings on board Ship Champion of New Bedford

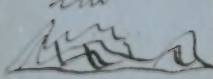
Tuesday the 3rd of September A.D. 1854

 of these 24 hours strong Ebb from N.E. of cloudy ship under full sail till early in afternoon took the wind off the N.E. point of the Big Short a few south ditto 15 miles the middle of the party light air & calm with fine weather in plenty of down heads ship under all sail

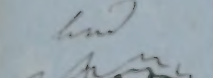
Wednesday the 4th of October A.D. 1854

 Whole lost
The first part of these 24 hours light air from N.E. of clear ship under all sail at 2 P.M. the boatmen for down heads the Starboard boat got fast to me I took him along side at 10 P.M. the West boat got fast to me the whole took the line and so left the whole the middle of the party light air & calm with fine weather ship being by a whole employed in cutting for two days sailing

Thursday the 5th of October A.D. 1854

 The first part of these 24 hours light air & calm with fine weather for three ships two sailing the N.E. point of the Big Short a Island has south ditto about 25 miles the middle of the party light winds from North & clear employed in hauling out oil

Friday the 6th of October A.D. 1854

 The first part of these 24 hours light air & calm with fine weather the N.E. point of the Big Short a Island has south ditto 25 miles ship under all sail for two ships employed in hauling out oil the middle of the party light winds from N.E. of clear ship under all sail at 5 P.M. spoke the ship Benjamin Rush of New Bedford was here this season

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Crossing near the Hunter Islands (Capt Miersman (master))

Saturday the 7th of October A.D. 1857

The first part of these 24 hours light air & calm ship under all sail the 18th, front of the Big Hunter Island was south ditto about 25 miles the middle & latter parts light air & calm with fine weather ship under short sail employed in stowing down oil between decks

Sunday the 8th of October A.D. 1857

The first part of these 24 hours light air & calm with fine weather two ships in sight also the 18th, front of the Big Hunter was south ditto about 15 miles the middle & latter parts light winds from the west & clear with fine weather steering ship East under all sail at day light the 18th, front of the Big Hunter was off ^{the} ~~the~~ ditto about 35 miles in one sail

Monday the 9th of October A.D. 1857

The first part of these 24 hours light winds from the west & clear steering ship East under all sail the middle & latter parts the same steering ship E.S.E. under all sail at 2 P.M. Cape Elizabeth was off ditto about 45 miles employed in drugging home

Tuesday the 10th of October A.D. 1857

24 hours light winds from the west & clear with fine weather steering ship E.S.E. under all sail employed in drugging home at 4 P.M. Cape Elizabeth was off ditto about 35 miles the middle & latter parts the same with passing clouds - one sail steering the same under all sail

Wednesday the 11th of October A.D. 1857

The first part of these 24 hours fresh winds from the west & squally with some rain ship under all sail steering E.S.E. employed in clearing home in one sail steering the same the middle & latter strong winds from N.W. & N. squally at 8 P.M. took in main top-sail & all sail at 10 P.M. more moderate set it again steering ship E.S.E.

Remarks on board Ship-Phoenix from St. John Baptist from the
Thursday the 10th of October A.D. 1854

The first part of these 24 hours strong winds from S.W. W. & equally steering ship S.E. under top-sail sails but the fore-top-sail split & spoke & stood the old one away the middle & bottom parts strong winds from S.W. W. & clear steering ship S.E. under all sail at 9 P.M. took in top-sail sails

Friday the 11th of October A.D. 1854

24 hours blowing heavy from S.W. & clear steering ship S.E. under top-sails the middle & bottom parts strong winds from W.S.W. thick clouds at 9 P.M. brought the ship to the wind & shoten sail at 2 P.M. stood a course N.E. by E under all sail at 11 A.M. on the land bearing S.E. did about 10 miles S.W. by curve N

Saturday the 12th of October A.D. 1854

The first part of these 24 hours strong wind from W.S.W. & thick clouds steering ship along between the Islands' Crookatan & Karamankoto at 5 P.M. ship right between the two Islands steering East under all sail when the cable shot we had bent & stood it away also stood the anchor & lashed them in their places the middle & bottom parts fresh winds from the north & clear steering ship East under all sail employed in dragging boom

Sunday the 13th of October A.D. 1854

The first part of these 24 hours light breeze from the north & clear steering ship East under all sail employed in dragging boom the middle & bottom parts fresh winds from N.W. & clear steering ship E. by N under all sail on one sail steering the same

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Plutch Sea Breeze to the Sandwich Island (Sep. 5, 1854)

Monday the 16th of October A.D. 1854

The first part of these 24 hours fresh winds from N.W. & cloudy steering ship. E by N under all sail on one sail steering the same the middle & better parts strong winds from S.W. & cloudy steering ship. East under all sail got up fore & mast standing sail hoisted & standing sail set it on one sail steering the same

Tuesday the 17th of October A.D. 1854

The first part of these 24 hours strong breezes from S.W. & cloudy steering ship. East under all sail implied in picking up of sperm gear see a Breeze steering the same the middle & better parts fresh S.W. from N.W. & squally steering East under all sail at 10 P.M. set lower standing sail

Wednesday the 18th of October A.D. 1854

The first part of these 24 hours strong S.W. from the west & clear steering ship East under all sail at 1 P.M. took in fore & mast standing sail implied in drawing & knotting yards the middle & better parts the same

Thursday the 19th of October A.D. 1854

The first part of these 24 hours strong S.W. from N.W. & W steering ship E by N under all sail with fore & mast standing sails set implied in drawing & knotting yards the middle & better parts fresh S.W. from N.W. & squally steering the same under all sail

Friday the 20th of October A.D. 1854

The first part of these 24 hours strong winds from N.W. & squally steering ship. E by N under all sail the middle & better parts fresh winds from the West & cloudy steering ship. E by N under all sail

Remarks on board Ship *Champion* of New Bedford from the
Friday the 20th of October A.D. 1854

The first part of these 24 hours fresh winds from the North & cloud steering ship. Boat under all sail imployed in drawing & hauling away the middle & latter parts strong Eels from the Eastern & Squash at 9 A.M. went to the North & took in top-sail sails at 5 P.M. while kept top sails more sail on the weather tack.

Lat 45-45 N
Long 68-00 W

Saturday the 21st of October A.D. 1854

The first part of these 24 hours strong Eels from the Eastern & cloud ship under close reef top sails heading to the North the middle & latter parts strong Eels from the same with rain ship - heading to under storm sails heading North

W. H. Brown

Sunday the 22nd of October A.D. 1854

The first part of these 24 hours fresh Eels from N.E. & E. & thick with rain ship heading North under storm sails the middle & part fresh winds from N.E. & thick fog at fore & higher top sails close reef at 1 P.M. so far sail & fresh the latter parts of light winds from South & thick fog steering ship - boat under all sail

W. H. Brown

Monday the 23rd of October A.D. 1854

The first part of these 24 hours fresh winds from South & thick fog steering ship. Boat under all sail the middle & latter parts strong winds from South & thick with rain steering ship. Boat under all sail at 2 P.M. took in top-sail sails at 4 P.M. the wind came out from the West in all of a sudden & blown heavy

W. H. Brown

Tuesday the 24th of October A.D. 1854

The first part of these 24 hours strong winds from the West & cloud steering ship. Boat under all sail imployed in drawing & hauling away the fore hole on deck the middle & latter parts strong winds from West & clear steering ship. Boat under all sail imployed in drawing & hauling away

Lat 45-45 N
Long 68-00 W

[89]

Thursday the 26th of October A. D. 1857

During the 27th of October A.D. 1857

ago-oo hours strong wind from the west & clear with fair
clouds simple in drawing & painting young the middle
of little fair fresh wind from the West along steady ship
at noon all sail simple in knitting going & making
'noon gone

Remarks on board Ship. Champion of New Bedford from the
Saturday the 28th of October A.D. 1857

The first part of, three 27
hours light winds from the west & clear, steering ship. S.E.,
under all sail except in making & making home span
again we are sail the middle & better part, strong winds from
S.W., & thick with rain at 1 P.M., hauled top. Gill sails &
bottle reef top sails at 2 P.M., took in the sail & pill
at 10 P.M., set pill again

Set logs 20-26 ft
being yet more

Sunday the 29th of October A.D. 1857

The first part of three 27
hours strong winds from S.W., & thick with some rain steering
ship. S.E., under bottle reef top sails the middle & better part
strong breezes from west & S.W., ship. under all sail steering
S.E.,

Set logs 28-26 ft

Monday the 30th of October A.D. 1857

The first part of three 27
hours fresh winds from S.W., & west steering ship. S.E., under
all sail the middle & better part light winds from 'N.W.' &
with passing clouds, steering the same except in making span
again

Set logs 26-25 ft

Tuesday the 31st of October A.D. 1857

The first part of three 27
hours fresh winds from N.W. & S.W., steering ship. S.E., under
all sail except in making home span again the middle &
better part strong winds from N.W., & S.W., steering the same
at daylight the fore top of the fore top sail parted clear of the
top set reefed it & then set it except in setting down the
hunger rigging

Set logs 23-25 ft

Long logs 155-23 m,

Sketch Sea from the Sandwich Islands (left Waterman master)

Monday the 1st of November A.D. 1854

The first part of these 24 hours strong winds from W N W, A squall steering ship S by E, under all sail the middle & latter part, the same steering ship S by E, under all sail in a Barque steering the same

Tuesday the 2nd of November A.D. 1854

Set 1/2 of 30-40 W
Long 1/2 of 154-24 W

The first part of these 24 hours fresh winds from the north & cleared steering ship S by E under all sail employed in making small rigging in a Barque of the sea steering the same under all sail the middle & latter part light winds from S W, I went steering the same under all sail employed in rigging & working home

Wednesday the 3rd of November A.D. 1854

24 hours light winds from North by W & clear employed in dragging & bundling some loose steering ship South under all sail then below 60 bundles of some the middle & latter part light winds from S by E & South ship in different tacks making to the south under all sail employed in dragging & bundling home

Set 1/2 of 27-04 W
Long 1/2 of 154-11 W

Thursday the 4th of November A.D. 1854

24 hours light winds from South & with passing clouds ship in different tacks making to the south under all sail employed in dragging & bundling home in all part below in bundling this day in good order & bundling the middle & latter part light winds from South with fine weather to 8 P.M. spoke the Barque Scholar of New Bedford 450 this season

Set 1/2 of 26-54 W
Long 1/2 of 154-00 W

Friday the 5th of November A.D. 1854

The first part of these 24 hours light winds from S by E & clear ship under all sail heading on the South in tack the middle & latter part light winds from S by E, & clear with fine weather ship close hauled heading South under all sail

Set 1/2 of 25-45 W
Long 1/2 of 154-22 W

Remarks on board Ship Champion of New Bedford from the
Monday the 6th of November A.D. 1854

The first part of these 24
hours light winds from the East and clear with fine weather the ship
steamed off by under all sail set one sail to the point steering the
same the middle of latter part fresh winds from the East and
squally steering the same under all sail in company in drawing
and knotting yards

At 1/2 of 23-24
long 1/2 blue 154-39 m

Tuesday the 7th of November A.D. 1854

The first part of these 24 hours
strong winds from the East and squally steering the ship off by under all
sail in company in sailing the middle of latter part the same

At 1/2 of 20-5-9 m
long 1/2 blue 154-27 m

Wednesday the 8th of November A.D. 1854

The first part of these 24
hours strong winds from the East and squally steering
the ship off by under all sail in company in sailing the middle
of latter part light winds from the East with passing squalls of rain
at 1/2 of 10 m the boat put about 12 miles per hour at 9 o'clock
took a pilot from the boat about 15 miles during the night south
the bottom with looking winds

Thursday the 9th of November A.D. 1854

The first part of these
24 hours light looking air and calm with a heavy swell coming
from the East and boat put about 15 miles the night being south ship
of late harbor with a pilot aboard the middle of latter part light winds
squally with rain with a pilot aboard off St. John's harbor in
company with two other ships trying to get into the Bay

land
Only here

Whatch sea bound to the Sandwich Islands (Capt. Matson Master)

Friday the 10th of November A.D. 1854

~~and~~ The first part of these 24 hours light air & calm, light air at times from the North & clear ship - a mile off Hilo harbor with a Pilot aboard trying to get into the anchorage. the middle the latter part light winds from the North & squally with rain at 2 P.M. took a light breeze from N.W. & steered ship for the harbor Pilot aboard land dit about 4 miles

Saturday the 11th of November A.D. 1854

~~day at Hilo~~ The first part of these 24 hours light air from the North & clear ship - being 4 or 5 miles in Hilo harbor at 2 P.M. dropped anchor in Hilo harbor in expectation of more employment in working ship - the middle & latter part light winds from the North & squally with rain in P.M. softening east shore

Sunday the 12th of November A.D. 1854

24 hours fresh winds from North & squally ship being 4 or 5 miles in Hilo Bay in company with a number of other ships one watch ashore on liberty the middle & latter part fresh winds from the same & squally

Monday the 13th of November A.D. 1854

24 hours fresh winds from the North & clear ship - being 4 or 5 miles in Hilo Bay in P.M. in highing out the after hole below 20 fathoms of meat & 276 barrels of bread on board the Berguie. Being the middle & latter part the same with one watch ashore on liberty got off from shore about 6 fathoms of water

Tuesday the 14th of November A.D. 1854

24 hours fresh winds N.E. & clear with fine weather ship being 4 or 5 miles in Hilo Bay in P.M. getting water off from shore the latter part the same in P.M. in drawing water below in the lower hole one watch ashore on liberty

Remarks on board Ship Champion of New Bedford to the
Monday the 15th of November A.D. 1857

The first part of these 24 hours light winds from N.E. & clear ship lying by her anchor in Hilo Bay one watch ashore on shore in the morning off the same hole. Entered on board ship Kentucky three bbls of Pork and 2 bbls of Flour all in good order the middle & fore parts light winds from North & clear ship in fronting ship. one watch ashore on shore.

Tuesday the 16th of November A.D. 1857

The first part of these 24 hours light winds from North & squally with rain ship lying by her anchor in Hilo Bay little or nothing going on board ship the middle & fore parts fresh winds from N.E. & clear ship in fronting ship.

Wednesday the 17th of November A.D. 1857

The first part of these 24 hours light winds from N.E. & clear ship lying by her anchor in Hilo Bay, ship in getting great quantities from shore on board ship also cutting up wood ashore to use on board ship the middle & fore parts the same.

Thursday the 18th of November A.D. 1857

The first part of these 24 hours light winds from North & clear ship lying by her anchor in Hilo Bay ship in getting off wood from shore & throwing water below the fore part the same.

Friday the 19th of November A.D. 1857

The first part of these 24 hours light winds from N.E. & clear ship lying by her anchor in Hilo Bay in fine path runs off water little or nothing going on board ship the middle & fore parts light winds & clear with fine weather &

Sanwich Islands Oct to November 1857 [95]

Monday the 20th of November A.D. 1857

Left, 10 AM, light winds from the East & clear with fine weather at 2 PM, Pilot boat came past at 4 PM, main anchor and went to sea from the port of St. John the latter part light winds from the East & clear with light winds at times ship at 11 AM but from the land & much blowing south

Tuesday the 21st of November A.D. 1857

Arrive ~~at~~ The first part of these 24 hours light winds from the East & clear steering ship at 10 AM, wind all sail, in one sail the land did not about 10 miles bearing up on the middle of latter part the same & clear steering ship at 10 AM, under all sail at 2 PM, Moorea in sight did not about 20 miles bearing west

Wednesday the 22nd of November A.D. 1857

Moorea ~~at~~ The first part of these 24 hours fresh winds from the East & clear steering ship, west Moorea in sight did not about 10 miles bearing east along to south and so on to 2 PM, Moorea did not about 15 miles Ronai in sight did not about 2 miles bearing west the middle of latter part the light gives & calm with fine weather ship of Moorea harbor making up to the anchorage the ships in sight did not about 2 miles

Thursday the 23rd of November A.D. 1857

Arrive ~~at~~ The first part of these 24 hours light winds & calm with fine weather at 5 PM, came to anchor in of Moorea harbor in 22 fathoms of water 2 miles from shore in company with a bunch of native ships the middle of latter part light winds & calm with fine weather one watch ashore on liberty in smoking ship.

Ship. Champion of New Bedford at the Sandwich
Friday the 24th of November A.D. 1857

The first part of these 24 hours light air & calm, with fine weather ship. lying by her anchor in the Maine harbor in 22 fathoms of water one watch ashore on liberty the middle & latter part the same one watch ashore on liberty sent 20 bbls of Pork and 8 bbls of Flour ashore sold to merchants

Saturday the 25th of November A.D. 1857

The first part of these 24 hours light air & calm with fine weather ship. lying by her anchor in the Maine harbor in 22 fathoms of water one watch ashore on liberty received 89 bbls of Potatoes from the schooner Pick the middle & latter part the same in ship in sundry things aboard

Sunday the 26th of November A.D. 1857

The first part of these 24 hours light air & calm with fine weather ship. lying by her anchor in the Maine harbor in 22 fathoms of water one watch ashore on liberty the middle & latter part the same & clear one watch ashore on liberty

Monday the 27th of November A.D. 1857

The first part of these 24 hours light air & calm with fine weather ship. lying by her anchor in the Maine harbor in 22 fathoms of water one watch ashore on liberty the middle & latter part light air & calm with fine weather little or nothing going on aboard ship

Tuesday the 28th of November A.D. 1857

The first part of these 24 hours light air & calm with fine weather at 4 P.M. took the anchor and stood ship down between the passage of Boni Bay to anchor at 7 P.M. took the trawl string & shot the main top-sail got it down on deck and

Ston's Capt & Waterman Master A.D. 1857

Continued from Tuesday the 28th

but a me one to the good ship under double reef top-sails
the middle & better parts strong winds from W.S. & fresh ship
under short sail lying off and on Wharfedale harbor at 2 PM
a mackerel did about 10 miles being a day at 12 PM, water
last shore from the ship the light with his late better ship
lying off and on the harbor in company with a number
of others

Wednesday 29th A.D. 1857

and
~~later~~
bringing
and on
were by
mackerel
have

The first part of these 24 hours
strong winds from W.S. ship under double reef top-sails lying
off and on Wharfedale harbor the light to shore at 5 PM, the light
came off from shore we then steered a course S.E. & made all
sail the middle & better parts strong winds from W.S. & clear
ship under easy sail steering to the S.E. at noon
Cyprus in sight did about 20 miles being last

Thursday the 30th of December 1857

The first part of these 24 hours fresh winds from the East & clear ship under
all sail heading to the East & two sails in sight in sight
in front my boat the middle & better parts light air & calm
with variable winds one sail in sight in sight in
measuring old sails
Set of 19-20 S
Long by 157-20 m

Friday the 1st of December 1857

The first part of these 24 hours light air from W.S. & clear with a heavy swell
coming from the East & ship under all sail in sight in
measuring old sails the middle & better parts variable winds
& clear ship under all sails
Set of 19-20 S
Long by 157-20 m

Remarks on board Ship-*Champion* of *San Pedro* from
Saturday the 2nd of December A.D. 1857

The first part of
these 24 hours light winds from W by N clear steering
ship S by E, under all sail employed in mending old sails
the middle & latter parts strong winds from S by E, with
passing clouds ship under short sail heading to the sun but
imposed mending old sails
lat 40° 18' - 20° 16'
long 150° 55' - 57° 10'

Sunday the 3rd of December A.D. 1857

The first part of
these 24 hours strong winds from the board & clear ship
under white reefed top-sails heading to the south the middle
& latter parts the same ship under white reefed top-sails steering
the same
lat 40° 18' - 29° 16'

Monday the 4th of December A.D. 1857

The first part of these
24 hours strong winds from the board & clear steering ship S by E,
under all sail on in sail & strong steering the same
the middle & latter parts the same steering ship S by E,
under top sails
lat 40° 14' - 12° 16'

Tuesday the 5th of December A.D. 1857

The first part of
these 24 hours strong winds from the board & clear steering
ship S by E, under top-sails employed in mending old sails
the middle & latter parts the same
lat 40° 16'

Wednesday the 6th of December A.D. 1857

The first part of
these 24 hours strong winds from the board & clear
steering ship S by E, under top-sails & in short sail
employed in mending old sails the middle & latter parts the
same employed in mending old sails
lat 40° 12' - 12° 16'
long 150° 55' - 29° 10'

Remarks on board Ship Thompson of New Bedford from the
Tuesday the 12th of December A.D. 1857

The first part of
these 24 hours fresh winds from E.S.E. & clear ship. close
hauled heading south under all sail the middle & better
parts the same at 5 P.M. by the Island Jarvis:
did about 3 miles bearing south run ship along to the
western of it and so steered to the south, in reply in setting
up the main rigging

Wednesday the 13th of December A.D. 1857

The first part of
these 24 hours fresh winds from E.S.E. & clear steering
ship along on the wind, heading south under all sail
the middle & better parts the same in reply in making the
sail run larger

Thursday the 14th of December A.D. 1857

The first part of
these 24 hours fresh winds from the east & clear little
or nothing going on of wind ship. the middle & better
parts the same in reply in heading sail

Friday the 15th of December A.D. 1857

The first part of
these 24 hours fresh winds from E.S.E. & clear ship.
close hauled heading S.E. & S under all sail the middle &
better parts the same & clear in reply in heading sail

Saturday the 16th of December A.D. 1857

The first part of these
24 hours fresh winds from E.S.E. & clear ship. on the
south gun tack under all sail the middle & better
parts the same in reply in heading sail through the
night ship on different tacks

Sandwich Island, bound South (Capt. White man master 1857)
Sunday the 17th of December A.D., 1857

24 hours fresh winds from S by W & clear steering ship on the
middle & better part, under all sail the middle & better part
the same

Lat 11-35 S
Long 157-30 W

Monday the 18th of December A.D., 1857

24 hours fresh winds from S by W & clear with passing
clouds steering ship S by E, under all sail the middle &
better part the same with passing rain squalls implying
drizzling & hazy squalls

Lat 13-54 S
Long 158-00 W

Tuesday the 19th of December A.D., 1857

24 hours light breeze from S by E, & clear ship under
all sail heading south implying in drizzling & hazy
squalls the middle & better part the same implying in falling
shift

Lat 14-50 S
Long 158-30 W

Wednesday the 20th of December A.D., 1857

24 hours light breeze from S by E, & clear with passing clouds
ship under all sail implying in setting the middle
& better part the same with rain

Wells over

Thursday the 21st of December A.D., 1857

24 hours fresh winds from S by W, & with
passing rain squalls steering ship South under all sail
the middle & better part strong winds from S by W, &
squalls with rain steering ship the same under all sail
implying in falling breeze S by E all sail

Lat 12-40 S
Long 158-20 W

Remarks on board Ship Champion of New Bedford
Sunday the 22nd of December A.D., 1857

The first part of these 24 hours light winds from S.W. & S. by S. steering ship south under all sail the middle & better parts light air & calm & clear simply in getting the rigging
lot of 19-111
long of 1600-900

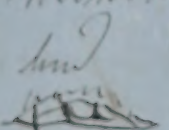
Sat Sunday the 23rd of December A.D., 1857

The first part of these 24 hours light air & calm with fine weather ship under all sail heading to the south & simply in getting up - began to - most rigging the middle & better parts the same
lot of 19-111
long of 1600-900

Sunday the 24th of December A.D., 1857

The first part of these 24 hours light winds from S.W. & S. clear ship under all sail close hauled heading on the middle & better parts the same
lot of 20-111
long of 1600-900

Monday the 25th of December A.D., 1857

 The first part of these 24 hours light winds from S.W. & S. clear at 10 A.M. on the Island Pointe sail about 25 miles having both the middle & better parts light winds from S.W. & S. clear steering ship S.W.
lot of 20-111
long of 1600-900

Tuesday the 26th of December A.D., 1857

The first part of these 24 hours light winds from S.W. & S. clear steering ship S.W. under all sail the middle & better parts light winds from S.W. & S. clear with fine weather steering ship the same simply in ship's hands
lot of 23-90
long of 1600-900

from the Sandwich Islands Capt Waterman Master [103]
Wednesday the 27th of December A.D. 1857

these 24 hours light winds from N.E. & clear after mid-
day. Ship son, under all sail the middle & better part light wind
from N.E. & squally with rain & mist lat by 24-03.0

Thursday the 28th of December A.D. 1857

these 24 hours light winds from the west & clear in fore-
noon ship only the middle & better part light variable from
the south & west with rain ship in different tacks
under all sail lat by 24-03.0

Friday the 29th of December A.D. 1857

these 24 hours fresh winds from south & with rain ship. clear
headed heading N.E. under all sail the middle & better part
strong winds from S.E. & squally ship under double reef
top only the middle part lat by 26-7.0

Saturday the 30th of December A.D. 1857

these 24 hours strong breezes from S.E. & clearing the morning
ship son, under double reef top only the middle & better part
the same lat by 27-20.0

Sunday the 31st of December A.D. 1857

these 24 hours strong winds from S.E. & clearing the morning
ship son, under double reef top only the middle & better part
the same ship under all sail lat by 29-10.0
long by 170-37 in

Remarks on board Ship Champion of New Bedford

Monday, the 1st of January A.D., 1855

24 hours strong breeze from S.E., & clear steering ship. 11m,
under all sail the middle & better parts fresh winds from S.E.,
& clear steering ship - 1m under all sail simply in putting
the rigging

at 30-100
long yet more or less

Tuesday the 2nd of January A.D., 1855

24 hours fresh winds from S.E., & clear steering ship. 11m,
under all sail the middle & better parts strong winds
from S.E., & S. with same rain

at 30-100
long yet more or less

Wednesday the 3rd of January A.D., 1855

at 14-40

these 24 hours heavy winds thick with rain from S.E.,
steering ship. 11m at 1 P.M., hands for sail while up
fore & main top-sails & took in the top-sail at 4 P.M.,
more moderate wind from S.E. with passing clouds
the middle & better parts fresh winds from west & south
ship. at 10 P.M., tacked to the west & winds 2m,
under all sail up to 10 P.M., moderate breeze all
sail simply in mending all sails

at 30-40
long yet more or less

Thursday the 4th of January A.D., 1855

24 hours fresh winds from S.E., & clear steering ship. 11m,
under all sail the middle & better parts strong winds from
S.E., & some what clearing ship. under all sail up to 10 P.M.,
heaving north simply in mending all sails

at 30-100
long yet more or less

from the Sandwich Islands & Morrison Horn (Sp. white mangrove)

Friday the 5th of January A.D. 1857

hours strong winds from E. & S. with passing clouds ship
lost hauls heading south under double reef top - sails
the middle & better part the same
Set of 36-15
1877-28 W
Long got numerous on

Saturday the 6th of January A.D. 1855

hours strong winds from the East & S. clear steering ship
South under double reef top - sails little a north wind going
on board the middle & better part fresh breeze from E. & W
with passing clouds steering ship. 26, 18 under easy sail
little a north wind going on board ship. Three men off duty with
Set of 35-24 S
Long 179-19 on

Sunday the 7th of January A.D. 1855

hours fresh winds from the East & S. clear steering ship
26, 18 under easy sail the middle & better part the same &
clear
Set of 40-39 S
Long 178-40 on

Monday the 8th of January A.D. 1855

hours fresh winds from the East & S. clear steering ship. Along
in the winds with his foreland tacks ahead under all sail the
middle & better part the same at 10 P.M. on Spanish whaler
at 12 P.M. hauled
No 16 used

Tuesday the 9th of January A.D. 1855

hours fresh winds from the East & S. clear at 1 P.M. the boat
lost got fast to a large sperm whale & took him to the
ship the middle & better part the same ship going by a
sperm whale at 5 hooked on
Set of 40-39 S
Long 178-40 on

Sperm Whale taken



Remarks on board Ship Champion of New Bedford
Wednesday the 10th of January A.D., 1855

The first part of these 24 hours strong winds from S.W. & with passing clouds &
imply in cutting at 5 P.M. finished cutting the middle
& the fore part the same ship under easy sail in different
tracks at 6 P.M. started the masts No. 1 & 2

Thursday the 11th of January A.D., 1855

The first part of these 24 hours fresh winds from the West & cloudy ship
short sail imply in hauling out & running at the
middle & fore part the same ship under double reef
top sail

Friday the 12th of January A.D., 1855

The first part of these 24 hours strong winds from the West & cloudy ship
under double reef top sails imply in hauling out at
the middle & fore part the same

Saturday the 13th of January A.D., 1855

The first part of these 24 hours fresh winds from the West & cloudy at 4
P.M. finished hauling ship under double reef top sails on S.W.
percent tracks the middle & fore part light winds from S.W.
& cloudy ship under short sail heading in the fore part
imply in hauling down sail in the after part

Sunday the 14th of January A.D., 1855

The first part of these 24 hours light winds from S.W. & cloudy ship under short
sail heading S.W. the middle & fore part light winds from
S.W. & clear the ship to the south & under easy sail
long 178-12 m

here by New Zealand left Waterman Monday A.D., 1855

Monday the 15th of January A.D., 1855

~~and~~ The first part of these 24 hours light winds from the East & clear steering ship to the south & under all sail the middle & better parts light winds from the North ship steering ob, under all sail at 10 A.M., in Chatham Island bearing S.E., but about 25 miles lat 49-24 long 177-09

Tuesday the 16th of January A.D., 1855

The first part of these 24 hours light winds from North & clear steering ship South under all sail simply in steering off the after hole the middle & better parts light winds from N.W., & West ship under all sail heading to the south with a north wind going on about ship all day

Wednesday the 17th of January A.D., 1855

The first part of these 24 hours light winds from South & clear at 2 P.M., shifted to the west under all sail the middle & better parts fresh winds from the East & clear steering ship S.W., under all sail

Thursday the 18th of January A.D., 1855

lat 45-36 long 178-37
The first part of these 24 hours fresh winds from the East & clear steering ship S.W., under all sail the middle & better parts fresh winds from the North & clear steering ship the same under all sail simply in drawing & knotting yards lat 46-46 long 175-06

Friday the 19th of January A.D., 1855

The first part of these 24 hours fresh winds from the North & clear steering ship S.W., under all sail the middle part strong winds from N.W. & W. & clear steering the same lat 47-26 at 4 P.M., the winds blew around to south with long yet more under again hauled the top-sail & double reef the top-sails & hauled the main sail at 7 P.M., to wear to the west under short sail lat 47-40

29-50

Remarks on board Ship Champion of New Bedford

Saturday the 20th of January A.D. 1855

Lat 42-77

24 hours fresh Sols from South & clear ship - going to under storm
sails heading on & on the middle & latter part fresh winds from the same
& cloudy in the morning squall from at 4 P.M., turned the
right into of the top sails at 8 P.M., fine weather ship under
all sail heading N.E., for one sail lat 42-48 N
long 71-00 W

Sunday the 21st of January A.D. 1855

The first part of these 24
light air & calm with fine weather ship under all sail
in the middle & latter part fresh winds from N.E. & cloudy
steering ship on S.W. & fine under all sail on a sail
steering N.E., and all sail lat 42-54 N
long 70-39 W

Monday the 22nd of January A.D. 1855

The first part of these
24 hours strong winds from the North & clear steering
ship for under all sail the middle & latter part fresh Sols from
N.E., & well at daylight double reefed the top sails
at 4 P.M., steering heavy from westward for top sail &
have the ship to under storm sails lat 42-48 N
long 70-36 W

Tuesday the 23rd of January A.D. 1855

The first part of these
24 hours strong Sols from on all day & clear ship - going to
under storm sails heading on the middle & latter part heavy
Sols from the North & squally ship - going to under storm
sail heading N.E. lat 42-11 N
long 70-02 W

Wednesday the 24th of January A.D. 1855

The first part of these
24 hours strong Sols from the North & squally ship - going
to under storm sails the middle & latter part strong Sols from
on & squally ship - going to under storm sails heading on N.E.
lat 42-48 N

more by Wim Gelman Sept Waterman Boston M.D. 1855 [109]

Thursday the 25th of January A. D., 1855

the first part of
these 24 hours strong E. breeze from S.W., & strong ship-breeze to south
strong with heading in N.W. and the middle & later part strong
winds from N.W. & strong with passing fog squalls to Feb 27-50
strong clear 27-50th

Living the 26th of January 1855

Strong wind from WSW & being ship made little up & set
heading WNW the middle & better part blowing strong from WNW
being at 10 AM took in fore top sail & hove the ship to mid
she sat with her two main stacks. W. 42000

Saturday the 27th of January A.D. 1855

29-50 The first part of these
a heavy heavy Gale from an W by, I put at 1 P.M. took in
the top sail I fished the fore sail ship. going to under main
sprit & fore top mast the sail at 2 P.M. turned up the
boom but the middle part heavy Gale from the west & I squib
ship. going to under storm sails heading to the South E. the fore
part strong Gale from the same I, about 3 P.M. steered a course
W by, under close reefed top sails
at 4 1/2 P.M. 25-8

Sunday the 28th of January A.D. 1855

The first part of these
by means strong poles from S.W. by N, & along the ring ship at E,
under double reefed top-sails. The middle & little part light winds
from W by N, & sent it is W by N, back to the S.E. wind at E,
ship. and all sail.

Monday the 29th of January 1855

The fruit part of
these ex humus light grinds from 10' by P closely. Inf. under all soil
showing E, S, E, the middle P both from the same P show rather
change
lot of P 47-48
long of 192-25 about

Remarks on board Ship Champion of New Bedford
Tuesday the 30th of January A.D. 1855

The first part of the 24 hours light winds from North & clear ship under all sail heading E by N, the middle & latter parts light winds from N by E, & cloudy ship close hauled heading N by E under all sail one man off duty sick. W 10-1000

Wednesday the 31st of January A.D. 1855

The first part of the 24 hours light winds from N by E, & cloudy with rain the ship N by E, under all sail the middle & latter parts variable winds from different points with some rain ship under all sail working to N by E. W 10-1000

Thursday the 1st of February A.D. 1855

The first part of the 24 hours fresh winds from the N by E, & cloudy with rain the ship N by E, under all sail the middle & latter parts the same winds the ship but two men off duty sick. W 10-1000

Friday the 2nd of February A.D. 1855

The first part of the 24 hours fresh winds from N by E, & N by W, ship under all sail heading to the N by E, the middle & latter parts fresh winds from North & clear the ship E by N, W 10-1000

Saturday the 3rd of February A.D. 1855

The first part of the 24 hours light winds from North & clear the ship but under easy sail the middle & latter parts strong easterly from South & clear the ship but under all sail at 12 P.M. hauled off - full sail at 5 P.M. double reefed the top - sail at 6 P.M. hauled fore & hauled the sail blowing heavy from the N. W 10-1000

near the Island of St. Matthew's A.D. 1855

Sunday the 4th of February A.D. 1855

The first part of these 27 hours fresh S.W. wind, & clear ship. spring under storm sails heading at the middle of the point fresh breeze from S.W. & clear steering ship S.W. & under the sails of the top-sail sail

Monday the 5th of February A.D. 1855

lot of 24-510
long got none over

The first part of these 27 hours fresh winds from S.W. & clear steering ship. S.W. & under all sail at 1 P.M. in the land bearing S.W. & distant about 20 miles the middle of the point's light variables & clear ship. under short sail

Tuesday the 6th of February A.D. 1855

lot of 24-150
long got none over

The first part of these 27 hours fresh winds from S.W. & clear steering ship. S.W. & under all sail at 2 P.M. in the night bearing S.W. & distant about 22 miles the middle of the point's strong S.W. wind from S.W. & clear at 7 P.M. took in main top-sail at 12 P.M. double reefed top-sails at 4 P.M. hauled fore-top-sail & home to under storm sails heading on S.W. & S.W. & S.W.

Wednesday the 7th of February A.D. 1855

The first part of these 27 hours fresh S.W. wind, & clear ship. heading S.W. & under storm sails the middle of the point the same & S.W. at 2 P.M. more to the south & winds from S.W. & S.W. & S.W. under storm sails lot of 24-90

Thursday the 8th of February A.D. 1855

long 24-210

The first part of these 27 hours strong winds from the north & clear ship. under double reefed top-sails heading to the north in the middle of the point light winds from S.W. & clear ship. heading S.W. & under all sail simply in starting into the last hour in sight distant about 25 miles bearing S.W. lot of 24-210

long got none over

Remarks on board Ship *Champion* of New Bedford
 Sunday the 1st of February A.D. 1855

land

The first part of these 24 hours light air & calm with a heavy swell setting from the west & S with passing clouds of 4 P.M. the three sisters bore S.W. & did not strike the ice. At 11 P.M. the ship did not strike the ice. As the land is from East according to South the middle part light winds from South & clear the ship. At 11 P.M. the ship set sail the latter part strong winds from S.W. & clear at 6 P.M. left the ship to the wind heading East at 9 P.M. due to the ice, much trouble. At 11 P.M. the ship set sail the middle part (in sail) being in a foul

Saturday the 2nd of February A.D. 1855

lot of 42-548
 long got none

The first part of these 24 hours strong winds from S.W. with passing rain squalls at times the sun is out and shining as bright as ever ship close hauled heading S.E. & S.W. much trouble. At 11 P.M. the middle part the same at 9 P.M. due to the ice much trouble. At 11 P.M. the ship set sail the latter part strong winds from the same & clear ship. much trouble. At 11 P.M. the ship set sail the middle part heading to the S.E. & S.W.

Sunday the 3rd of February A.D. 1855

The first part of these 24 hours strong winds from S.W. & clear ship. close hauled heading S.E. & S.W. much trouble. At 11 P.M. the middle & latter part light air from the same ship. much trouble. At 11 P.M. the ship set sail

Monday the 4th of February A.D. 1855

lot of 42-548
 long 1' 10" 177-75 on

The first part of these 24 hours light air & calm with passing rain squalls the ship at 11 P.M. set sail one man off duty sick the middle & latter part light winds from the same & clear the ship. At 11 P.M. the ship set sail the middle part close hauled heading S.W. & S.E. much trouble. At 11 P.M. the ship set sail

lot of 42-128
 long got none

more by Chatham's Island before Waterman Master A.D. 1855

Tuesday the 13th of February A.D. 1855

The first part of these 24 hours light winds from the sea, & cloudy ship under all sail steering North with fine weather the middle & latter part light winds from south & clear with fine weather steering ship the same under all sail two men off duty sick

Wednesday the 14th of February A.D. 1855 lat 40-30 S long 177-22 W

The first part of these 24 hours light winds from south & clear with fine weather steering ship. Under all sail the middle & latter part light air & calms with fine weather simply in morning down till fall sail one man off duty sick

Thursday the 15th of February A.D. 1855

The first part of these 24 hours light air & calms with fine weather the middle & latter part light breeze from the North & clear ship under all sail in different tacks, making to the North & simply in morning down East etc

Friday the 16th of February A.D. 1855

The first part of these 24 hours fresh winds from North & clear ship short hauld heaving in the m, under all sail one man off duty sick the middle & latter part strong winds from W, & clear ship short hauld heaving W, N, E, at 4 P.M. visible up to the top sails at 9 P.M. hauled the cable

Saturday the 17th of February A.D. 1855

The first part of these 24 hours strong Eads from sea, & south steering ship. At 2 P.M. springing the crutch at yard in the shins sent it down in deck to repair top took in fore top-sail the middle & latter part fresh winds from south & clear steering ship. At 10 P.M. under all sail at 10 P.M. got the crutch at yard aloft & set the sail in it

Benjacks on land Ship. Champion of Ben Baford
Sunday the 18th of February the 1st A.D. 1855

The first part of these 24 hours fresh winds from south & clear steering ship. At 11 AM under all sail the middle & better parts light winds from the same & clear steering the same. At 1 PM 35-350 long yet none over.

Monday the 19th of February A.D. 1855

The first part of these 24 hours light air & calm with fine weather. The 1st A.D. 1855, under all sail one more of duty sick the middle & better parts fine weather wind from the north & 2 PM steering ship. At 11 AM under all sail simply in dragging home.

Tuesday the 20th of February

The first part of these 24 hours light winds from south & clear with fine weather steering ship. At 11 AM under all sail simply in dragging home. The middle & better parts light winds from S.W. & S.E. & clear with fine weather in 1 PM in dragging home. At 1 PM 33-530 long of blue 1781-2500

Wednesday the 21st of February A.D. 1855

The first part of these 24 hours fresh winds from S.W. & S.E. steering ship to the south under all sail at 10 PM, an sperm whale lower the first & chest with no success the whale going back to the point at 11 PM under short sail the middle & better parts the same ship under short sail through the night at 1 PM light wind all sail in sperm whale at 2 PM, toward the boat for them the harpoon boat got fast to one bull's hump and brought him to my ship. At 1 PM 32-2195

Thursday the 22nd of February A.D. 1855

The first part of these 24 hours fresh winds from S.W. & S.E. clear simply in cutting a sperm whale at 5 PM, an sperm whale toward town boat & chest the 1st A.D. 1855 boat got fast to one bull in a few minutes and then hauled again at dusk got the head off.

Arriving here by Bear Gulch Capt. A. Waterman Master 19th 1855

Thursday the 22nd of February continued from last page as you will see
we ship and set the watch for the night whole along side the
middle & little parts the same with equal ship by a spring whole imple
in cutting
Set of 19230 1
long got none over and

Friday the 23rd of February A.D. 1855

The first part of these 27
hours strong winds from N.E. & cloudy with a bar. much
running from the same imple in cutting at 5 P.M. finished
cutting the middle & little parts strong winds from the same & cloudy
ship. under short sail at 12 P.M. started the works imple in
hailing out spinnail ship. and in different tacks lot of 33-250
long of 179-380

Saturday the 24th of February A.D. 1855

The first part of these
27 hours fresh winds from the North & cloudy ship. short hauler
heading in different tacks under short sail imple in hailing
out ail the middle & little parts strong winds from N.E. & E
& cloudy with some rain
lot of 33-50

Sunday the 25th of February A.D. 1855

The first part of these
27 hours strong winds from N.E. & E, & cloudy ship. short
hauler heading to the North under short sail imple in
hailing out ail the middle & little parts the same imple
in hailing out ail
lot of 32-330

Monday the 26th of February A.D. 1855

The first part of
these 27 hours strong winds from N.E. & E, & cloudy with some
rain at 1 P.M. finished the middle & little parts light air & cloudy
with some ship. under easy sail
lot of 33-330

Remarks on board Ship *Champion* of New Bedford
Monday the 27th of February A.D. 1855

These 24 hours light air & calm with fine weather ship
under full sail the middle & latter parts strong winds from N.E. by
E. & cloudy with some rain ship under double reefed top sails
working to the point

lat 42-15 N
long 71-17-40 W

Tuesday the 28th of February A.D. 1855

These 24 hours fresh winds from E.N.E. & cloudy with some
rain ship close hauled heading N.E. under double reefed
top sails the middle & latter parts the same ship on
different tacks

lat 43-52 N
long 71-52 W

Wednesday the 1st of March A.D. 1855

These 24 hours strong winds from E.N.E. & cloudy with
passing fog squalls ship close hauled heading N.E. under
double reefed top sails the middle & latter parts the same
ship on different tacks

lat 43-39 N

Thursday the 2nd of March A.D. 1855

These 24 hours strong winds from E.N.E. & cloudy ship close
hauled heading N.E. under double reefed top sails at 4 P.M.
sailed to the southward under double reefed top sails & full sail
the middle & latter parts the same

lat 43-55 N
long 71-17-40 W

Friday the 3rd of March A.D. 1855

These 24 hours strong winds from the East & cloudy ship on
different tacks under double reefed top sails the middle
& latter parts the same ship close hauled under double reefed
top sails & close reefed fore & mizzen top sails at 4 P.M. for
sailing N.W. but about 15 miles at 9 P.M. look in
for a larger top sail

lat 43-00 N

under
full sail

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Arriving near St. John's Bay Capt. M. M. M. Master 100, 1855

Sunday the 2nd of March A.D., 1855

The first part of these 24 hours strong winds from S.W. & S. by S. ship- by my to some
sail heading to the S.E. the middle & latter part
fresh S.W. from the same with rain steering ship S.W.
under double reefed top-sails the latter part we were top-sail
hail

Monday the 3rd of March A.D., 1855

The first part of these 24 hours fresh S.W. from S.W. & S. by S. thick with some
rain steering ship- by my under all sail the middle &
latter part fresh S.W. from the S.W. & S. thick with rain
at 12 P.M. brought the ship to the wind with her starboard
tacks down at 4 P.M. close reefed the top-sails at 8 P.M. took
in fore & mizzen top-sails ship heading S.W. & S.

Tuesday the 4th of March A.D., 1855

The first part of these 24 hours fresh S.W. from the S.W. with rain ship close
mains heading S.W. & S. under mizzen sails the middle & latter
part the same at 8 P.M. steered a course S.W. under double
reefed top-sails.

Lat. 33-13 S
Long. 176-46 W

Wednesday the 5th of March A.D., 1855

The first part of these 24 hours fresh S.W. from S.W. & S. cloudy steering ship- under
mizzen top-sails the middle & latter part strong winds from
the same & cloudy steering ship under mizzen double reefed top-
sails under mizzen in steering down with Lat. 34-47 S
Long. 174-58 W

Thursday the 6th of March A.D., 1855

The first part of these 24 hours strong winds from East & North with passing clouds steering
ship- under all sail at 4 P.M. steered a course west
the middle & latter part light winds from the East with fine weather
at 6 P.M. on the land bearing west distant about 20 miles at daylight there
a calm west

Remarks on board Ship-*Champion* of New Bedford at

Being the 1st of March A.D. 1855

~~From~~ hours light winds from the S.W. by S. clear & very ship
in the morn, under all sail at 2 P.M. before 3 P.M. 8 M.
but about 10 miles the middle & latter part light air &
calms with fine weather ship under short sail before
3 P.M. but about 10 miles being S.W.

Sat. morn the 10th of March A.D. 1855

Day of March
The first part of
these 24 hours fresh winds from the S.W. by S. clear & very
ship - sun, for the part of Bane Island at 2 P.M. 8 M.
under short sail the storm in 5 fathoms of water at
3 P.M. took a pilot of the heads some after 10 M. under common
sailing ship at 5 P.M. for knocked off and got safe for the
middle & latter part fresh winds from the East & S. cloudy with
fog by her anchor in the harbor of Bane Island one watch before
in light little or nothing going on board ship.

Sunday the 11th of March A.D. 1855

The first part of these
24 hours fresh winds from the East & S. squally ship being
by her anchor in 5 fathoms of water little or nothing going
on board ship a few of the men on shore the middle part
for some squally in the setting of each & getting water
from shore

Monday the 12th of March A.D. 1855

Day of March
The first part of these
24 hours strong winds from the East & S. with passing
clouds squally in setting of - each for water ship
being by her anchor in the harbor of Bane Island in
5 fathoms of water the middle & latter part the same
squally one watch before on liberty

San Gabriel? Capt. A. M. Mendenhall M.D. 1855

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Tuesday the 13th of March A.D. 1855

The first part of these 24 hours strong wind from the East and ship lying by her anchor in the harbor of 'Banc Island' in 5 fathoms of water implying getting off water the middle & latter parts the same one watch ashore on liberty implying in fronting and getting off water

Wednesday the 14th of March A.D. 1855

The first part of these 24 hours fresh winds from the E.S.E. and clear ship lying by her anchor in the harbor of 'Banc Island' in 5 fathoms of water the middle & latter parts fresh winds from the same & clear with some passing clouds implying getting off wind from shore

Thursday the 15th of March A.D. 1855

The first part of these 24 hours fresh winds from same & clear ship lying by her anchor in the harbor of 'Banc Island' in 5 fathoms of water little or nothing going on aboard ship the middle & latter parts the same getting off recruits from shore

Friday the 16th of March A.D. 1855

The first part of these 24 hours fresh winds from the South & clear ship lying by her anchor in 5 fathoms of water little or nothing going on aboard ship the middle & latter parts light air & calms with fine weather

Saturday the 17th of March A.D. 1855

The first part of these 24 hours light air from the East & South & with fine weather at 4 P.M. took our anchor and went to sea at 5 P.M. the Pilot left us at 6 P.M. Cape San Blas East just about 10 miles run from rock' line in P.M. did about 4 miles with a light wind from the East at 5 P.M. we bent the chain and then the

Remarks on board Ship *Champion* of New Bedford from

Continued from Saturday the 17th
Three men and that the anchors the middle & better parts light knibbs
in town with some pressing some squibs in picking nettles
put down for parts in such like so we sat standing to the
the house for
at one o'clock

Monday the 18th of March A.D. 1815

to be made
the 18th

The first part of
these 24 hours light knibbs with some rain ship making
to the southward all sail so we sat the middle &
& better parts the same at 6 P.M. spoke the ship ^{Dark} *March* of
which we were one month out clear
let by 10 30 30 30

Tuesday the 19th of March A.D. 1815

The first part of these
24 hours light wind from S.W. by W. and clear ship clear
hauled heading S.W. under all sail the middle & better
parts light wind from the North & S. about night fine
weather the young ship S.W. under all sail with fine weather
imply in making & making young
let by 10 30 30 30
length 177-200

Wednesday the 20th of March A.D. 1815

The second part of these
24 hours light wind from the North & S. clear with fine
weather the young ship S.W. under all sail the middle & better
parts light wind from the same & clear the same
under all sail imply in making & making young ship
making span young
let by 10 30 30 30

Thursday the 21st of March A.D. 1815

The first part of these
24 hours light air & calm & clear imply in making span
young the middle part light knibbs the better parts light air &
calm & with heavy black clouds hanging around the house

New Zealand Bound to the Star (Capt. Waterman Master)

Thursday the 22nd of March A.D. 1855

The first part of these 24 hours fresh winds from the S.W., & cloudy ship. Last hauled heading East under all sail & helped in putting the rigging the middle & better parts strong winds from S.W. & clear steering ship. 6 1/2 knots all sail at 10 A.M., took in lower & fore-top-mast standing sail
lot by lbs 27-28
long by lbs 177-09.00

Friday the 23rd of March A.D. 1855

The first part of these 24 hours winds from South & squally steering ship 6 1/2 knots. Double reefed the top-sails, the middle & better parts strong winds from S.W., & cloudy ship. Last hauled heading E. S. W., under double reefed top-sails at 10 A.M., near to the South at daylight turned the reefed out of the top-sails
lot by lbs 28-20

Saturday the 24th of March A.D. 1855

The first part of these 24 hours strong winds from the North & cloudy ship. Last hauled heading N.E., under top-sails with a heavy swell running from the North & the middle & better parts strong winds from E. S. W., & cloudy ship. Last hauled heading E. S. W., under double reefed top-sails sent down the old main sail & put another to the yard & set it
lot by lbs 38-20

Sunday the 25th of March A.D. 1855

The first part of these 24 hours strong winds from N.E., & thick cloudy with some rain ship. Under double reefed top-sails heading E. S. W., the middle & better parts strong winds from the same with some rain ship. Last hauled heading E. S. W. at 8 A.M., last reefed fore-top sail at 10 A.M., reefed main sail & hoisted fore & main
lot by lbs 38-20

Remarks on board Ship *Champion* of New Bedford
Monday the 26th of March A.D., 1855

Three 24 hours strong winds from W. by S, & thick clouds
with rain steering ship E by S under double reefed top
sails fore & mizen top sails close reefed at 1 P.M. at the
middle & better part fresh winds from W. by N. thick
foggy with some rain steering ship the same at 12 A.M. P.M.,
turned the ship out of the top sails & set the fore sail sent
the fore sail down on deck We drove

Tuesday the 27th of March A.D., 1855

Bar 29.55

Three 24 hours light winds from the westward & foggy steering
ship E by S under all sail the middle & better part strong
winds from the southward & cloudy steering ship E by S
at 11 P.M. hauled top fore sail at 10 A.M. double reefed
the top sails

Lat 40-50 N
Long 68-00 W

Wednesday the 28th of March A.D., 1855

Three 24 hours fresh winds from south & cloudy ship steering
E by S under top sails the middle & better part light winds & calms
also cloudy sent the fore top sail down on deck & hauled another
to the yard also sent the fore top fore sail down to replace

Lat 41-00 N

Thursday the 29th of March A.D., 1855

Three 24 hours light winds & calms and cloudy in ship in morning all
sails the middle & better part light winds from W. by N.
& clear steering ship E by S under all sail in ship in
morning all sails

Lat 41-22 N
Long 65-15 W

Monday 2nd March Capt. Watson Master A. D. 1855

Friday the 30th of March A. D. 1855

The first part of the 24 hours light winds from the north & clear steering ship. Capt. under all sail simply in heading old sails the middle & latter part fresh Gales from the north & clear steering ship. the same simply in heading old sails. lth 42-26 N long 42-20 W

Saturday the 31st of March A. D. 1855

The first part of these 24 hours fresh Gales from west steering ship. Capt. under all sail. the middle & latter part the same. lth 48-10 N long 42-20 W

Sunday the 1st of April A. D. 1855

The first part of these 24 hours strong Gales from W. S. W. & cloudy steering ship. Capt. under all sail. the middle & latter part light air & calm from the south & cloudy no destination. lth 46-00 S long 42-20 W

Monday the 2nd of April A. D. 1855

The first part of these 24 hours light air from south & cloudy steering ship. Capt. under all sail. the middle & latter part fresh winds from the same ship - under all sail with a north wind going on down ship. lth 44-27 S long 42-20 W

Tuesday the 3rd of April A. D. 1855

The first part of these 24 hours light winds from south and cloudy ship - close hauled heading. but under all sail the middle & latter part fresh winds from W. S. W. & cloudy steering ship. Capt. under all sail simply in ship. lth 45-17 S long 42-20 W

Remarks on board Ship- Champion of New Bedford
 Wednesday the 4th of April A.D., 1855

These 24 hours strong winds from N.W., A clear steering
 ship. S. & under all sail except in setting ship. The
 fore part of the fore part strong winds from N.W., steering
 the same under all sail

The first part of
 let her 245-560
 they got none in

Thursday the 5th of April A.D., 1855

These 24 hours strong winds from south of clear steering ship.
 S. & under all sail the middle of the fore part the same the
 fore part fresh winds from N.W., A clear steering ship
 the same under all sail

The first part of these
 let her 245-560
 they got none in

Friday the 6th of April A.D., 1855

These 24 hours strong winds from west of south from
 clear steering ship. S. & under all sail the middle of
 the fore part the same ship under all sail

The first part of
 let her 245-560
 they got none in

Saturday the 7th of April A.D., 1855

These 24 hours fresh winds from N.W. A clear
 with some rain except in ship. S. & under all sail the middle of
 the fore part the same ship under all sail. The fore part
 from N.W., A clear the fore part strong winds from south
 of clear with some at 10. A.M., while rest of day
 S. & under all sail

The first part of
 let her 245-560
 they got none in

Sunday the 8th of April

These 24 hours strong winds from south of thick with some rain
 at 8 A.M., took in fore top sail main sail of fore ship
 heading S. & the middle of the fore part strong winds from south
 of clear with some at 3 P.M., at 10 P.M., took in fore top sail
 heading S. & the middle of the fore part strong winds from south
 of clear with some at 10 P.M., at 10 P.M., took in fore top sail
 heading S. & the middle of the fore part strong winds from south
 of clear with some at 10 P.M., at 10 P.M., took in fore top sail

The first part of these 24
 let her 245-560
 they got none in

at 10 A.M.
 at 2 P.M.
 at 10 A.M.
 at 2 P.M.
 at 10 A.M.
 at 2 P.M.
 at 10 A.M.
 at 2 P.M.

Whomman born Sept 10 Waterman Ansted O. D, 1855

Monday the 9th of April O. D, 1855
at 4 P.M. 22 hours strong Gale from S.W. & clear steering ship
cut under short reefed top-sails & fore sail the middle
& better part the same & clear
lot of 25-120
long 132-90 m

Tuesday the 10th of April O. D, 1855
the 22 hours strong Gale from S.W. & clear steering ship
cut under double reefed top-sails & fore sail the
middle & better part the same & clear steering
the same under all sail
lot of 25-120
long 132-90 m

Wednesday the 11th of April O. D, 1855
the 22 hours fresh winds from S.W. & clear steering ship
cut under all sail the middle & better part
fresh winds from west & clear steering the same under
all sail simply in bending sails
lot of 29-290
long 132-90 m

Thursday the 12th of April O. D, 1855
the 22 hours fresh winds from N.W. & clear steering ship
cut under all sail the middle & better part fresh winds
from south & S.W. with fine weather steering the
same under all sail simply in getting the back stay
lot of 50-220
long 132-90 m

Friday the 13th of April O. D, 1855
the 22 hours fresh winds from N.W. & clear steering ship cut
under all sail the middle & better part strong winds from
west & S.W. steering ship the same at 2 P.M. took
in top-mast & fore standing sails at 9 P.M. top in top-bell
sails at 10 P.M. double reefed top-sails
lot of 51-170
long 132-90 m

Remarks on Steam Ship Champion of New Bedford

Saturday the 14th of April A. D. 1855

at 4 P.M.,
Bar 29.00
in a storm
The first part of
these 24 hours fresh S.W. wind from S.W. & squally steering ship
S.W. under double reef of only the middle part the
same the latter part fresh winds from west & squally
steering the same under all sail
Bar 28.00 &
thick fog

Sunday the 15th of April A. D. 1855

at 4 P.M.,
Bar 29.73
at 6 A.M.
Bar 29.50
The first part of
of these 24 hours fresh winds from west & squally steering ship
S.W. under all sail the middle & latter
part heavy S.W. wind from S.W. & squally steering the
same at 2 P.M. wind S.W. - all sails & double reef
the top-sails
Bar 28.50 - 50
high bar 111 - 17 in

Monday the 16th of April A. D. 1855

at 4 P.M.,
Bar 29.70
The first part of these 24
hours winds from south & squally steering ship S.W.
under double reef top-sails & all the middle & latter
part heavy S.W. wind from south & squally at 10 P.M. changing on heavy
from south & called all hands to take in sail top-sails under double
reef top-sails took in all sail & home to under cloth
reef from top-sails & fore top-mast stay-sail & forenoon
& top-mast stay-sail
Bar 29.00

Tuesday the 17th of April A. D. 1855

at 4 P.M.,
Bar 29.00
The first part of these 24
hours heavy S.W. wind from S.W. & squally steering ship S.W.
under double reef top-sails & all the middle part
fresh S.W. wind from the same at 2 P.M. set fore &
main top-sails cloth reef from a S.W. corner S.W. at 2 P.M.
immediately turned the reefs out of the top-sails at 4 P.M.
set top-sails the latter part fresh winds from S.W.
& squally steering the same under all sail got the fore
top-mast stay-sail in a ditch & hauled it up with blocks & ropes &
the ship

Capt Watson Master Wherman June 20, 1855

Wednesday the 18th of April A.D. 1855

at 4 P.M.
at 20-90

24 hours fresh breeze from the W. by S. struck by night with some fine rain steering ship E by S under all sail the middle part strong breeze from west of S by W with some rain at 10 P.M. took in standing sails at 12 P.M. took in top-sail at 3 P.M. double reefed topsails at 4 P.M. but reefed top-sails I hauled the jib the latter part heavy breeze from S by S steering ship. but under short reefed top-sails at 7 P.M. hauled fore sail at 9 P.M. took in fore top-sail I turned the next heat up also from the ship. the blowing a squall from S by W accompanied with hail & some squalls

Thursday the 19th of April A.D. 1855

at 4 P.M.
at 29-20

24 hours heavy breeze from S by W with passing hail squalls ship. going to under storm sails heading S by E the middle part the same the latter part strong winds from south & cloudy steering a course S by W under double reefed top-sails at 7 P.M. set fore top-sail but reefed at 9 P.M. turned one reef out of the top-sails I got in the old jib & another out in its place

Friday the 20th of April A.D. 1855

at 29-20

24 hours strong winds from south & cloudy steering ship. S by W under double reefed top-sails I jibed main sail the middle & latter parts strong winds from S.E. & cloudy ship short hauled heading S by E under double reefed top-sails at 5-12 P.M.

Saturday the 21st of April A.D. 1855

at 29-40
in a squall

24 hours strong winds from S.E. & cloudy ship short hauled heading S by E under double reefed top-sails in part jibed the middle part light winds from S by W with passing hail squalls steering ship. but under all sail the latter part fresh breeze from west & squalls steering the same.

at 5-31 P.M.
very wet some squalls

Remarks on board Ship Chapman New Bedford

Sunday the 22nd of April A.D. 1855

The first part of these 22 hours fresh breeze from N by E & cloudy with passing rain squalls steering ship East under all sail the middle & better part light winds from the west & E & cloudy steering ship East fore & main top-sail set, fore & main sail brizen top-sail close reefed ship going along about 5 miles in hour with a fine breeze no swell arising of any account

Monday the 23rd of April A.D. 1855

Lat 46 55-92 N
Long 64 40-12 W

at 4 P.M.
29-10 m
a fall

The first part of these 24 hours fresh winds from the west & E & cloudy steering ship East fore & main top-sail set, fore & main sail brizen top-sail close reefed the middle part strong Gale from N by E & thick with passing rain squalls the latter part strong breeze from the same & squally steering the same at 10 P.M. took in standing sail at 11 P.M. hoisted top-sail at 12 P.M. double reefed top-sails & fore & main top-sail at 1 P.M. from moderate turned one reef out of main top-sail & set top-sail sail over it

Lat 46 56-24 N
Long 64 35-37 W

Tuesday the 24th of April A.D. 1855

at 6 P.M.
30-20

The first part of these 24 hours strong winds from N by E & N by W with passing squalls steering ship E by N & under all sail & main top-sail set over single reefed top-sail with standing sail set fore & main the middle part fresh winds from N by E & thick with rain steering the same the latter part heavy Gale from N by E & thick with rain steering ship E by N at 3 P.M. hoisted top-sail at 4 double reefed top-sails at 5 P.M. hoisted main sail high at 6 P.M. the main to the spread got the ship back to the lee & called all hands to shorten sail close reefed the top sails & steered the course again

at 6 P.M.
30-20
on a fall

Manman I have I Left Waterman Master A.D. 1855

Wednesday the 25th of April A.D. 1855

at 4 P.M.
Re 29-30
at 1 P.M.
Re 29-30

The first part of these 29
haves heavy Gales from N.W. with rain steering ship. E. of N
under close reefed top sail at 2 P.M. set fore sail at 4 P.M. took
it in again. also lost some pieces of poles that was over the
stem supposed to have run out here from their lashings on so
got adrift the middle part of these Gales from N.W. & clear with fore
hail squalls steering ship. E. of N the latter part the same ship.
running under close reefed top sail

lat 46-56-52 N
long 76-47 W

Thursday the 26th of April A.D. 1855

at 6 P.M.
Re 29, 30
in a rage

The first part of these 29
haves strong winds from N.W. with passing hail & snow squalls
steering ship. E. of N, at 3 P.M. turned the reefs out of the
main top sail (N) set main top-sail fore top-sail close
reef main top-sail fore top-sail fore top-sail fore top-sail fore top-sail
at 11 P.M. took in main top-sail at 7 P.M. set it
again

lat 46-56-42 N
long 72-17 W

Friday the 27th of April A.D. 1855

at 4 P.M.
Re 29, 30

The first part of these 29
haves pleasant Gales from N.W. & squally steering ship. E. of N
at 4 P.M. under main top-sail & main top-sail at 4 P.M.
blowing in heavy from the same with passing snow squalls so
took in main top-sail & double reefed & close reefed the
top-sails the middle & latter part fresh Gales from the north &
N.W. steering ship the middle part E. of N the latter part steering ship.
E. of N, at 4 P.M. turned two reefs out of the main top-sail
with passing hail & snow squalls

lat 46-55-55 N
long 66-44 W

Remarks on board Ship *Champion* of New Bedford Massachusetts
 Set under the ~~28th~~ of April A.D. 1855

at 4 P.M.
 52.8-80

27 hours fresh Scales from port steering ship - E of E, main
 top-sail single reef fore top-sail short reef with passing
 hail & snow squalls the middle & lower parts the same
 at 7 P.M. short reef main top-sail at 8 P.M. turned two
 reefs out of main top-sail the latter part steering N by W
 saw two sails heading to the south

at 4 P.M. 56-80
 length 63-35 m

Sunday the 29th of April A.D. 1855

The first part of these 27
 frequent Scales from S.W. & P with passing snow squalls steering
 ship - E of E, main top-sail single reef fore & main top-sails
 short reef the middle & lower parts the same with
 passing snow squalls steering the same at 10 P.M.
 turned two reefs out of fore top-sail & set main top-sail
 sail at 12 P.M. took in main top-sail sail at 10 P.M.
 set it again at 7 P.M. set main-sail at 6-32
 length 60-13 m

Monday the 30th of April A.D. 1855

Bar 30.00

27 hours strong winds from S.W. & P with passing snow squalls
 steering ship - W by E, main single reef top-sail & main
 top-sail set under it the middle & lower parts strong winds
 from S.W. & P with passing snow squalls steering ship -
 W by E, P of E, main single reef top-sails & main top-sail
 sail at 5-22
 length 67-80 m

Tuesday the 1st of May A.D. 1855

Bar 29.90
 on a fall

The first part of these 27
 hours heavy Scales from S.W. & P with heavy passing snow squalls
 steering ship - South at 1 P.M. took in main top-sail - Ball sail & short
 reef fore top-sail same after double reef main top-sail - sail the
 middle part heavy Scales from South & P with passing snow squalls
 the lower part steering winds from South & P slowly steering ship
 at 4 P.M. main top-sail & main top-sail - Ball sails at 6-40
 long got none on

Command Capt. Waterman Master U.S. 1855

Wednesday the 3rd May U.S. 1855

6:28-10 fresh winds from south & steady steering ship. At 10:00 under
on a rope easy sail the middle & better part light winds from N.W. & S.W. & steady
steering ship in the wind with her burhead tacks down on one sail
steering the same under all sail

lat 42-00 N
long 70-00 W

Thursday the 4th of May U.S. 1855

fresh winds from N.W. & S.W. & steady ship. At 10:00 under
all sail the middle & better part fresh winds
from west & S.W. ship. At 10:00 under all sail
the middle & better part nothing going on down ship.

Friday the 5th of May U.S. 1855

24 hours fresh winds from west & S.W. & clear ship. At 10:00 under
all sail the middle & better part the same
& clear impd in drying lane

lat 47-40 N
long 56-40 W
lat 45-30 N
long 56-40 W

Saturday the 6th of May U.S. 1855

fresh winds from the west & clear steering ship. At 10:00 under
all sail the middle & better part the same
& clear impd in drying lane

Sunday the 7th of May U.S. 1855

fresh winds from sun & clear steering ship. At 10:00 under
all sail the middle & better part the same
& clear impd in drying lane

lat 43-22 N
long 56-12 W
lat 41-35 N
long 57-20 W

The first part of the
house fresh wind, from N.W., & clear then in A.M.
sail the middle of latter part fresh wind from west
clear then in A.M. under easy sail in P.M. in
unbending beam & dipping it both 39-45 A
long & blue 51-54 W

Sunday the 26th of May A.D. 1855

The first part of these 21
bunches fresh winds from W. S. W., & clear the air ship. 186
52 bunches 1/2 under easy sail, 1/2 in drying house under the
bunch 52 bunches & stand it away again the bunch
& better fresh winds from west & clear 1/2 in
1/2 drying house the air ship. 186 1/2 under easy sail

Wednesday the 1st of May 1855

The faint part of there & 21
has many winds from west & clear then my ship. At 10
much easy sail the middle & better part light and I came
with some rain. Windy across

Thursday the 10th of May A.D. 1855

The first part of these 24 hours
light air from the East & with some rain ship heading to
the Westward under easy sail at 1 P.M. sent a boat aboard
the ship Daniel Foster of Boston six days from port Penn to
Lafayette the middle of latter part light air from the East
& cloudy with some rain ship about heading to the
Westward under all sail

July 26-1848

Friday the 10th of May 1871

The first part of these 24 hours
light was passing over our camp in burning heat
the little first light winds from the S. with
some sharp short bursts with her husband took down

Bearings on board Ship. Champion of Bear Bedford Mass

Thursday the 17th of May A.D. 1855

The first part of the 24 hours light winds from south & clear steering ship Northward all sail employed in setting down the lower rigging the middle & latter part light winds from south & S.E. steering ship the same under all sail
lat 46-26-20

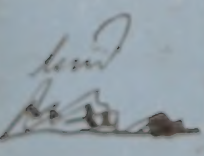
Friday the 18th of May A.D. 1855

The first part of the 24 hours light winds from S.E. & with passing rain squally steering ship Northward all sail at 4 P.M. the wind hauled round to the East which cut the head sails down and carried away the fore top-mast standing sail from the middle & latter part fresh winds from S.E. & squally with rain at 11 P.M. took in top-sail sails at 7 A.M. set them again at 11 P.M. took them in again

Saturday the 19th of May A.D. 1855

The first part of the 24 hours fresh winds from S.E. & S. & squally with heavy clouds hanging around for two sails steering to the S.W. ship under double reefed top-sails steering E. by S. the middle & latter part fresh winds from S.E. & squally steering ship E. by S. & S. by E. much easier sail employed in setting the reds for four sails while we was setting the reds took in all sail & let her lay free about 8 hours
lat 46-38-00
long 23-01-00

Sunday the 20th of May A.D. 1855

 The first part of the 24 hours fresh winds at times & squally ship. but headed heading S. by E. much easier sail employed in setting down the lower lower rigging on the lower lower rigging with about 30 knots the middle part light winds & squally from S.E. by ship under short sail the latter part light breeze from the same & four more ship under all sail steering ship. part at 10 P.M. land was sighted about 30 miles before at 9 P.M. got on all at and had the log 21-59 on lat 46-28-14

ward Capt A Waterman Boston D.D. 1855

Monday the 21st of May D.D. 1855

land

The first part of these 24 hours fresh winds from S.S.W., & fine weather steering ship E of N under all sail on two decks standing to the south & under all sail at 4 P.M. before noon. At 11 P.M. sail about 4 knots the middle & latter part fresh winds from S.S.E., & clear with fine weather steering ship E of S under all sail simply in setting down the top-mast rigging.

Lat 43 22-23 N
Long 69 39-19 W

Tuesday the 22nd of May D.D. 1855

The first part of these 24 hours pleasant winds from S.S.E. with fine weather steering ship E of N under all sail simply in setting down the middle & latter part light winds from E of S, & fine weather simply in setting down the top-mast rigging.

Wednesday the 23rd of May D.D. 1855

The first part of these 24 hours light winds from S.E. & fine weather ship under all sail heading N.E. simply in setting the rigging the middle & latter part light winds from E of S, & fine weather ship close-hauled heading N.E. & under all sail.

Thursday the 24th of May D.D. 1855

The first part of these 24 hours light winds from E of S, & fine weather ship close-hauled heading N.E. & under all sail the middle & latter part light winds from East & E of S, ship on different to the simply in setting the rigging.

Friday the 25th of May D.D. 1855

The first part of these 24 hours light winds & calm & clear ship under all sail simply in setting the middle & latter part pleasant weather the middle part light winds & calm from North the latter part light winds from the same steering ship. At 1 P.M. under all sail simply in setting ship & standing down.

Remarks on board Ship Champion of Belfast Memorial
Saturday the 26th of May A.D. 1855

The first part of the day
breeze light wind from North & with pleasant weather
steering ship. Work under all sail in passing down
so one sail the middle & little parts fresh winds from S.W.,
& squally the middle part ship. about middle heading & by wind
short sail the little part ahead a comma W.B. & W. more
eazy sail so a bunch of sails

lat 41° 17' 49" N
long 10° 35' 7" W

Sunday the 27th of May A.D. 1855

The first part of the day
light wind from S.W. & clear steering ship. W.B. & W.
under eazy sail so a bunch of sails in passing
down the rigging the middle part ship. under short sail
about middle heading & the latter part light wind from
the same & fine weather steering ship. W.B. under all
sail

lat 41° 17' 15" N
long 10° 37' 30" W

Monday the 28th of May A.D. 1855

The first part of the day
breeze light wind from S.W. & fine weather steering
ship. W.B. under all sail so one sail steering to the
left & the middle part ship. about middle heading & short
sail the little part strong wind from S.W. & S.
& squally steering ship. W.B. & W. under eazy sail

lat 41° 18' 10" N

long 10° 34' 10" W

Tuesday the 29th of May A.D. 1855

The first part of the day
breeze strong wind from S.W. & with passing clouds steering
ship. W.B. & W. under eazy sail in passing the
middle & little parts fresh wind from W.B. & also with passing
squally steering ship. W.B. & W. under eazy sail in
passing the rigging

lat 41° 14' 20" N

long 10° 30' 00" W

born Capt. Motman Master A.D. 1855

Wednesday the 30th of May A.D. 1855

The first part of these 27 hours light winds from S.W. & clear steering ship all day, and easy sail in freshening out the main hatch & putting water into the boat the middle & better parts the same in freshening breeze for two days.

Lat 12-32 N
Long 16-12 W

Thursday the 31st of May A.D. 1855

The first part of these 27 hours light winds from S.W. & clear steering ship all day, in moderate sail in freshening breeze for two days the middle & better parts fresh winds from S.W. & clear steering ship all day, by which all sail in freshening the change & parting them

Lat 10-23 N
Long 15-18 W

Friday the 1st of June A.D. 1855

~~born~~

The first part of these 24 hours fresh winds from S.W. & with passing squalls steering ship all day, by which all sail the middle & better parts strong winds from S.W. & squalls steering ship the middle part all day, the better part all day, & all day, for the land bearing all day, but about 40 miles off a number of small craft ship round all sail & no one land dit about 10 miles the nearest bearing all day

Lat 7-33 N

Saturday the 2nd of June A.D. 1855

The first part of these 27 hours strong winds & squalls steering ship all day, under all sail at 3 P.M. took in spring gale & fore top & huzen top all day the middle & better parts fresh winds from S.W. & squalls ship close hauled with the main hand tacks aboard

Lat 5-32 N
Long 12-32 W

Remarks on board Ship. Champion of New Bedford

Sunday the 3rd of June A.D., 1855

24 hours light wind, from S.E., & squally ship. about
hauled bearing W.C., the middle & latter part light winds
from the same steering ship. W.C., under all sail

Monday the 4th of June A.D., 1855

let go 4-140

long f'blems 33-5-6 on

~~light~~ light wind, from S.E., & clear steering ship. W.C.,
under all sail & S.P.H., so the same heads bearing.
W.C., did about 15 knots the middle & latter part
fresh wind, from S.E., & clear steering ship. W.C., under
all sail employed in painting the yards. let go 2-100

Tuesday the 5th of June A.D., 1855

long f'blems 35-20 on

24 hours fresh winds from S.E., & fine weather steering
ship. W.C., under all sail employed in setting up
the head gear the middle & latter part the same
employed in painting the yards. let go 2-240

Wednesday the 6th of June A.D., 1855

long f'blems 37-4 on

After 24 hours light winds from the East & fine
fine weather employed in setting up the middle & latter
part light winds from S.E., & clear steering ship. W.C.,
under all sail employed in painting the yards. let go 2-300

Thursday the 7th of June A.D., 1855

long f'blems 39-25 on

24 hours light winds from S.E., & clear steering ship. W.C.,
squad left sail employed in painting the yards the middle
part the same the latter part fresh winds with rain
squally steering the same under all three top-sails. let go 4-100

long f'blems 41-10 on

Myrm was bound to the Waterman Master O.D., 1855
Friday the 8th of June O.D., 1855

The first part of these 24 hours light winds from S by P squally steering ship W by N under all sail little or nothing going on board ship the middle & latter part light variable winds with passing rain squalls steering the same
lat by 5-26 N
long by 40-16 W

Saturday the 9th of June O.D., 1855
The first part of these 24 hours light variable winds with passing rain squally steering ship W by N under all sail little or nothing going on board ship the middle & latter part light winds from S by P with passing rain squalls steering ship W by N under all sail
lat by 5-26 N
long by 40-16 W

Sunday the 10th of June O.D., 1855
The first part of these 24 hours light winds from North & cloudy ship close hauled with her stern beam tacks aboard the middle part light air & calms with some rain the latter part fresh winds from N by E
lat by 7-28 N
long by 41-51 W

Monday the 11th of June O.D., 1855
The first part of these 24 hours fresh winds from N by E clear steering ship W by N under all sail the middle & latter part the same winds in morning ship steering ship W by N
lat by 9-28 N

Tuesday the 12th of June O.D., 1855
The first part of these 24 hours strong winds from N by E squally steering ship W by N under all sail the middle & latter part fresh winds from N by E fine weather steering ship W by N under all sail in forenoon in parting ship
lat by 12-22 N
long by 12-18 W

Remarks on board Ship Champion of New Bedford
Wednesday the 13th of June A.D. 1855

The first part of these 24 hours light winds from N.E. & clear steering ship. At 11 A.M. W. & W. & W. under all sail in front of ship the middle & better part fresh winds from N.E. & W. with fair weather
let fly 13-4-6
long 4.40-5.03 am

Thursday the 14th of June A.D. 1855

The first part of these 24 hours fresh winds from N.E. & clear steering ship. At 11 A.M. W. & W. under easy sail. The middle & better part the same little or nothing going on board ship
let fly 16-2-0
long 4.49-4.6

Friday the 15th of June A.D. 1855

The first part of these 24 hours light winds from N.E. & clear steering ship. At 11 A.M. W. & W. & W. under all sail in front of ship the middle & better part the same
let fly 18-4-0
long 4.51-17 am

Saturday the 16th of June A.D. 1855

The first part of these 24 hours fresh winds from S.E. & clear steering ship. At 11 A.M. W. & W. under all sail the middle & better part fresh winds from S.E. & clear steering ship. At 11 A.M. W. & W. under all sail little or nothing going on board ship
let fly 20-10-0
long 4.53-2.1 am

Sunday the 17th of June A.D. 1855

The first part of these 24 hours fresh winds from S.E. & clear steering ship. At 11 A.M. W. & W. under all sail the middle & better part the same
let fly 21-19-0
long got none

Remarks on board Ship Champion of New Bedford
Sunday the 21st of June A.D. 1855

21 hours light winds from S.E., S. clear with fine weather
steering ship N.W. by W under easy sail the middle & latter
parts the same steering ship N.W. by W, lat by 30-16 N
long by 68-52 W

Monday the 22nd of June A.D. 1855

21 hours light winds from S.E. by E, S.E. steering ship N.W. by W
under easy sail the middle part took in top-sail sails
& steering ship west under top-sails with a light breeze from
S.E. by E, the latter part ship short hauled heading S.W. by W,
since all sail set on two sails steering to the N.W.

Tuesday the 23rd of June A.D. 1855

21 hours light winds from S.E., S. fine weather steering ship
N.W. by W, under easy sail employed in meeting middle
the middle part took in top-sail sails & hauled up the courses
ship going back through the night under top-sails the latter
part light winds from S.E., S. clear steering ship N.W. by W,
since all sail little or nothing going on aboard ship.

Wednesday the 24th of June A.D. 1855

21 hours light winds from S.E., S. clear steering ship
N.W. by W under easy sail the middle & latter parts the
same with fine weather through the night ship under
top-sails heading S.W. by W short hauled the latter part steered
a course again N.W. by W

Thursday the 25th of June A.D. 1855

21 hours light winds from S.E., S. clear little or nothing
going on aboard ship the middle & latter parts light winds from
S.E., S. fine weather steering ship N.W. by W under easy sail

lat by 33-27 N

long by 71-50 W

Left Waterman Master Whamman born 1855 [143]

Friday the 2nd of June A.D. 1855

The first part of these 24 hours light air & fine weather steering ship. 10^h AM under easy sail little or nothing going on ahead ship. In p.m. 2nd part strong winds from WNW & clear steering ship. 11^h AM; under all sail lat 35-35.02 long 72-21.00

Saturday the 3rd of June A.D. 1855

24 hours strong winds from west & clear steering ship. Under all sail on a schooner steering to the southward the middle & better part fresh winds from WNW & clear steering ship on the wind heading North at 7 AM; steered a course W by N under easy sail little or nothing going on ahead ship. lat 37-28.00 long 71-10.00

Sunday the 4th of June A.D. 1855

24 hours light winds from WNW & clear steering ship. 10^h AM, under easy sail the middle & better part light air & calm steering ship. 11^h AM, at 7 AM, toward the party for black fish the steamer & her boat got on a piece & took them to the ship. A few small vessels lat 38-30.00 long 71-29.00

Monday the 5th of July A.D. 1855

The first part of these 24 hours light air & calm from west steering ship. 10^h AM, under easy sail the middle & better part fresh winds from WNW & clear steering ship. 11^h AM, under all sail in p.m. but in out black fish at the better part here the masts were hoisted on a number of sails. lat 39-00.00 long 72-03.00

Tuesday the 6th of July A.D. 1855

The first part of these 24 hours fresh winds from WNW & clear steering ship. 11^h AM, under all sail on a number of sails the middle part the same the better part light air & calm at 5 PM, as the wind bearing WNW, dist about 20 miles at 7 AM, took a pilot of Black Island & steered ship. 11^h AM, 46 Black Island dist about 10 miles

Remarks on board Ship. Champion of New Bedford

Monday the 7th of July A.D. 1855

The first part of these
24 hours light winds from S.W. & clear the morning
for Buzz Is. Bay much all sail the middle part the same
the latter part light winds & calm (at 7 A.M. took a Pilot
of Black Island) this is not right about the Pilot it
belongs to the Buzz (pre-arranged). At 11 P.M. sailed on her
about New Bedford light with 1415 lbs of whale cut
& 600 lbs of sperm oil also 2200 lbs of whale bone

To end, the, Voyage,

Mayor Office
City of New Bedford April 29. 1861

My Dear Sir

I am directed by the Committee of this City & Fairhaven on Home & Coast guard, to tender to you the Command of the volunteer Companies raised for the defence of our harbor & Coast

The Committee earnestly desire your acceptance of such command, having entire confidence not only in your willingness, but your ability to discharge all its duties

Respectfully

Your obt. Servant

To Genl James D Thompson }
New Bedford }

I C Taber

Reply

New Bedford May 1. 1861.

To His Honor

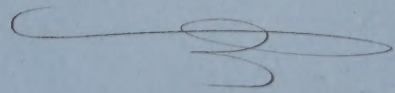
Isaac C Taber

Sir

Yours of April 29. tendering me the Command of the volunteer troops raised in this City & Fairhaven as a Home & Coast guard, has been received.

I fully appreciate the honor conferred on me by the appointment, (which I cheerfully accept) & pledge my best efforts to accomplish the object desired.

Very truly your friend
James D Thompson



Orders and Reports of the Home & Coast Guard.

Head Quarters of the Home & Coast Guard.

Order N^o. 1.New Bedford May 3^d 1861

To Capt. Henry F. Thomas
Company A.

You are hereby commanded to detail from ~~the~~ Company, ~~and~~ a sergeant, corporal and eight privates for active duty at the Fort in Fairhaven during the term of one week from May 11. at 3 o'clock P.M. The men thus detached will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the Officer in Command of the detachment, and furnish yourself a weekly report to the Commander at Head Quarters.

By order of the Commanding Officer of the Home & Coast Guard.

C. I. B. & S. S. S. S. S.
aid.

Order N^o. 2

New Bedford May 9. 1861

Capt. W^m S. Cobb
Company B.

You are hereby commanded to detail from your Company, a sergeant, Corporal and ten privates for active duty at the ~~about~~ at Clark's Point, during the term of one week from May 11th at 9 o'clock A.M. The men thus detached will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the Officer in Command, and furnish yourself a weekly report to the Commanding Officer at Head Quarters.

By order of the Command of the
Home of the Guard.

C. S. Sturges
aid.

Order No. 3.

New Bedford May 9. 1861

Capt. Geo. A. Bourne

Company C.

You are hereby commanded to
detail from your Company, a sergeant, corporal
and ten privates for active duty at Fort Phoenix
in Fairhaven, during the term of one week from
May 11. at 3 o'clock P.M. The men thus detailed
will be provided with ball cartridges, and during their
term of service will be under strict military disci-
pline.

You will require daily reports from the officer
in command of the Detachment, and furnish your-
self a weekly report to the Command at Head
Quarters.

By order of the Command of the Home
of the Guard.

C. S. Sturges
aid.

Head Quarters of the Home & Coast Guard.
New Bedford May 13. 1861

Hon. Isaac C. Taber

Mayor &c.

The Commande of the Home and Coast Guard has the honor to report, that upon receiving his appointment, he proceeded at once to the discharge of its duties; and acting in conjunction with the Committee of the City Government, he placed the Fort at Fair Haven and the redoubt thrown up at Clark's Point, in readiness to be garrisoned. The Commande reports, that Fort Phoenix has been put in complete order, and that on the fourth inst. a Detachment from Company A. Capt. Henry F. Thomas was detailed for active ^{duties} in said Fort during the term of one week. The report of Capt. Thomas, showing the men detailed and their term of service has been made, and a copy of the same, is herewith enclosed. On the 11th inst. in pursuance to an order issued to Capt. W. M. S. Cobb Company B. a Sergeant, Corporal and ten privates were detailed by him for active service at the Redoubt at Clark's Point, for the term of one week, ~~and~~ on the same day, an order was issued to Capt. Geo. A. Bourne, for a similar Detachment from his Corps to relieve the garrison at Fort Phoenix.

The redoubt at Clark's Point is not yet fully completed; but no doubt exists that in a few days, it will be in a condition to subserve all the purposes of its construction.

The Commande of the Home & Coast Guard takes pleasure in speaking of the admirable manner, in which the Detachment from Company A. discharged their duties at Fort Phoenix; and in expressing his confident belief, that, in case of attack, our Harbor & Fort would be bravely and ably defended by them.

By order of the Commande of the Home & Coast Guard.

C. S. Burdett
aid.

(see Report of Capt. Thomas, on file.)

Order W: 4.

New Bedford May 14. 1861

Capt. Henry S. Thomas

Company A.

You are hereby commanded to detail from your company, a sergeant, Corporal and ten privates for active duty at Fort Taber, during the term of one week from May 18th at 9 o'clock A. M. The men thus detailed will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commandant at Head Quarters.

By order of the commandant of the House and Fort Guard.

C. P. Edmunds
aid.

Order W: 5.

New Bedford May 14. 1861

Capt. W^m S. Cobb

Company B.

You are hereby required to detail from your company, a sergeant, Corporal and ten privates for active duty at Fort Phoenix during the term of one week from May 18th at 3 o'clock P. M. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the officer in command of the detachment, and furnish yourself a weekly report to the commandant at Head Quarters.

By order of the commandant of the House and Fort Guard.

C. P. Edmunds
aid.

Order W. B.

New Bedford May 23. 1861

Capt. B. Ewa Jr.

Company D.

You are hereby commanded to detail from your Company, a sergeant, Corporal and four privates for active duty at Fort Phoenix during the term of one week from May 25. at 3 o'clock P.M. The men thus detailed will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the Officer in Command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

By order of the Commandant of the House of Arrest Guard.

C. D. Sturges
Aik.

Order W. B.

New Bedford May 23. 1861

Capt. Geo. A. Rouse

Company C.

You are hereby commanded to detail from your Company, a sergeant, Corporal and fourteen privates for active duty at Fort Taber, during the term of one week from May 25. at 9 o'clock A.M. The men thus detailed will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the Officer in Command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

By order of the Commandant of the House of Arrest Guard.

C. D. Sturges
Aik.

Order W: 8.

New Bedford May 24. 1861

Capt. Geo. A. Rome

Company C.

The Commande of the Home and Coast Guard directs that no ardent spirits be allowed in the Fort, under any circumstances; and suggests, that the men detailed for service will be expected to confine themselves in the main to the rations furnished by the Committee on the Home and Coast Guard.

By order of the Commande of
the Home & Coast Guard.

C. P. P. President
aid.

Order W: 9.

New Bedford May 24. 1861

Capt. J. D. Egan Jr.

Company D.

The Commande of the Home and Coast Guard, directs, that no ardent spirits be allowed in the Fort under any circumstances; and suggests, that the men detailed for service will be expected to confine themselves in the main to the rations furnished by the Committee on the Home & Coast Guard.

By order of the Commande of
the Home & Coast Guard.

C. P. P. President
aid.

Order N^o. 111.New Bedford May 30th 1861

Capt. W. F. Thomas

Company A.

You are hereby commanded to detail from your Company, a sergeant, Corporal and fourteen privates for active duty at Fort Phoenix, during the term of one week from June 1st at 3 o'clock P.M. The men thus detached will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the officer in command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commandant directs, that no absent spirits be allowed under any circumstances within the fort, and suggests, that the men will be expected to confine themselves, in the main, to the rations provided by the Committee on the House of Ash Guard.

By order of the Commandant of the House of Ash Guard.

C. J. Patterson adj.

N^o. 11.

New Bedford, May 30. 1861

Capt. Wm. F. Cobb

Company B.

You are hereby Commanded to detail from your Company, a sergeant, Corporal and fourteen privates for active duty at Fort Taber, during the term of one week from the 1st June at 9 o'clock A.M. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the officer in command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commander directs that no ardent
spirits be allowed, under any circumstances, within
the Fort; and suggests, that the men will be ex-
pected to confine themselves in the main, to the ra-
tions provided by the Committee on the Home
and Fort Guard.

By order of the Commander of the
Home and Fort Guard.

C. D. Anderson, Aid.

Order No. 12.

New Bedford June 4. 1861

Capt. Geo. A. Rouse
Company C.

You are hereby commanded to
detail from your Company, a sergeant, corpo-
ral and fourteen privates for active duty at
Fort Phoenix, ~~starting~~ the 10th day of June to the
17th of June inst. at 3 o'clock P.M. The men
thus detailed will be provided with full con-
sults, and during their term of service, will be
under strict military discipline.

You will require daily reports from
the officer in command of the detachment, and
furnish yourself a weekly report to the Com-
mander at Head Quarters.

The Commander directs
that no ardent spirits be allowed, under any
circumstances, within the Fort; and suggests, that
the men will be expected to confine themselves
in the main, to the rations provided by the Com-
mittee on the Home and Fort Guard.

By order of the Commander of
the Home and Fort Guard.

C. D. Anderson
aid.

Order W. I. F.

W. I. F.
New Bedford June 4. 1861.

Capt. R. E. Ewe Jr
Company D.

Company E. You are hereby commanded to detail from your company a Sergeant, Corporal and four men privates for active duty at Fort Totten, from the 8th day of June inst. to the 17th of said June, at 9 o'clock A.M. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the Officer in Command of the Detachment, and furnish yourself a weekly report to the Commandant at Head Quarters.

The Commandant thinks that no ardent spirits be allowed, under any circumstances, within the Fort; and suggests, that the men will be expected to confine themselves, in the main, to the rations provided by the Committee of the House of Lords.

By order of the Commandant of the Home of South Guard
C. P. F. F. F. F. F. F.

True Beloved June 4. 1861

Hon. L. C. Taber

May or e.

May 01 - I have to acknowledge the receipt of Two Twelve pound Bronze Field Guns, rifled; which are now safely deposited in Fort Tabu.

Signo.

L. D. Thompson
Com: House of Reps. Grand.

Head Quarters, Home of the Head
New Bedford June 7. 1866

Hon. L. C. Faku

Mayor re

The Commander of the House of Art Guard submits his second report, as follows.

At the date of his last report, Fort Taber was represented to be in an unfinished condition. It has since been completed; and the command has now the pleasure of stating, that both Fort Phoenix and Fort Taber are in perfect order, with the Exception of the mounting of the rifles Cannon, just received, in the latter.

The accompanying sheet, marked A. will exhibit the detachments ordered upon duty at the Forts from the several Companies, since the 11th May last.

Reports have been regularly received by the command from the Capt. of each Company from which detachments have been ordered; which reports are on file, and are subject to the Examination of the Committee of the House of Representatives. The command deems it proper to call attention to the reports of Capt. Thomas of Company A., and Capt. Cobb of Co. B. The report of Capt. Thomas pursued charges of incompetency against the former W^m A. Leonard, Employed at Fort Taber, and demanded a full investigation of the same. But as almost immediately upon the receipt of Capt. Thomas' report, the former resigned his position, the command considered it unnecessary to make any inquiry into the charges pursued. The report of Capt. Cobb of Co. B. suggests that some dissatisfaction existed among the men under his command, on account of the delay in providing their uniforms, and Expresses the hope that this cause of complaint may soon be removed. The command assures Capt. Cobb, that ample justice should be done in the premises. With these Expressions, no complaint has been made; and the reports speak in high terms of the Efficiency of the men, of their great improvement in drill, of their cheerful obedience to orders, and their soldierly conduct in garrison. The command takes great pleasure in confirming these statements. His daily visits at the Fort have enabled him to see the men at different hours of the day; and in no instance has he witnessed any conduct unbecoming a Soldier or gentleman.

By order &c. *Wm. B. Russell*

Head Quarters, Home of South Guard.

Order N^o. 14.

New Bedford June 12. 1861

Capt. W. F. Thomas
Company A.

You are hereby commanded to detail from your company, a sergeant, Corporal and four privates for active duty at Fort Taber during the term of one week from the 17th June inst. to the 24th June inst. at 9 o'clock am. The men thus detailed will be provided with ball cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the officer in command of the detachment, & furnish yourself a weekly report to the command at Head Quarters.

The Command directs that no absent spirit be allowed, under any circumstances, within the Fort; and suggests that the men will be expected to consume their rations, in the main, to the rations provided by the Committee on the Home of South Guard.

By order of the command of the Home of South Guard.

C. D. Fessenden ad.

Order N^o. 15.

New Bedford June 12. 1861

Capt. Wm. F. Cobb
Company B.

You are hereby commanded to detail from your company, a sergeant, Corporal and four privates for active duty at Fort Phoenix during the term of one week from the 17th June inst. to the 24th June inst. at 1 o'clock Pm. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the Officer in Command of the Detachment, & furnish Jones up a weekly report to the Commanding at Head Quarters.

The Commander directs that no indent
prints be allowed under any circumstances, within
the Fort; and suggests, that the men will be ex-
pected to confirm themselves, in the main, to the
rationes provided by the Committee on the Home &
Coast Guard.

By order of the Commandant of the House
of Commons.

C. D. Henderson
aid.

Order No. 11

News Reports June 17. 1861

Capl. H. F. Thomas
Company A.

You are hereby directed to appear
at Fort Phoenix, on Tuesday the 18th inst. at 3
o'clock P.M.

By order of the فرمانده of
the Home South Guard.

and
J. D. Henderson
and

Order N. 19

Same to Capt. W^m Stobb Company B

Ordu N: 18

Order N^o 18
Same to Capt. Bourne Company C.

Order No. 19

Order No. 19
 Issued to Capt. Ewen, Company D.

Head Quarters, Home of Ash Guard
New Bedford June 18. 1861

Hon. L. C. Tabu
Mayor

The Commanders of the Home of Ash Guard reports, that since the date of his last report, returns have been made by Capt. Cobb of Company B., and Capt. Thomas of Company A., showing the men detailed from each for duty at Fort Phoenix Tabu as follows:

At Fort Phoenix from June 1st to June 8th.

Co. A. Surgeant	Wilson B. Deaneau	Privates	Woods
Corporal	N. B. Gifford		Jenkins
Privates	in Chas		Durran
"	in Devlin		Warden
"	in Washburn		Whiston
"	in Fisher		Thompson
"	in Howland		Raddock
"	in Pullard		Chadwick

At Fort Tabu from June 1st to June 8th.

Co. B. Surgeant	Isaac R. Humphrey	Privates	R. H. Whit
Corporal	Gio: D. Davis		A. C. Stetson
Privates	Jos. F. Roberts		Russ. Sprague
	Albert C. Vincent		Dr. H. Taylor
	Chas. Howland		L. W. Look
	Wm. Long		S. P. Sawyer
	Ed. Knowles		Herbert Henry
	Robt. D. Eldred		Wm. M. Mann Jr.

The reports from the Captains of both Companies speak in terms of commendation of the manner in which the detachments performed their duties.

By order of the Commanders.
C. S. Foxenden
and

Order N^o 20

New Bedford June 27. 1861

Capt. H. F. Thomas

Company A.

You are hereby commanded to detail from your Company a Sergeant, Corporal and fourteen privates for active duty at Fort Phoenix during the term of one week from the 29th inst at 3 o'clock P.M. The men thus detached will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the Officer in Command of the Detachment, and furnish yourself a weekly report to the Command-er at Head Quarters.

The Commande directs that no ardent spirit be allowed under any circumstances within the Fort; and suggests that the men will be expected to confine themselves in the main to the rations provided by the Committee of the House of Ash Guard.

By order of the Commande of the House of Ash Guard.

C. R. Resender
aid.

Order N^o 21.

New Bedford June 27. 1861

Capt. W. L. Cobb

Company B.

You are hereby commanded to detail from your Company a Sergeant, Corporal and fourteen privates for active duty at Fort Taber during the term of one week from the 29th inst at 9 o'clock A.M. The men thus detached will be provided with ball cartridges, and during their term of service will be under strict military discipline.

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You will require daily reports from the officer in Command of the Detachment, and furnish yourself a weekly report to the Command at Head Quarters.

The Command directs that no adult spirits be allowed under any circumstances, within the Fort; and suggests that the men will be expected to confine themselves in the main, to the ration provided by the Committee of the Home Afloat Guard.

By order of the Command of
the Home Afloat Guard.
C. D. Serundey
aid.

Head Quarters, Home Afloat Guard.
New Bedford June 27. 1861.

Hon. J. C. Taber
Mayor.

The Command of the Home Afloat Guard has the honor to report, that Fort Taber & Phoenix have been garrisoned as follows, since the date of his last report.

Fort Phoenix from June 8. to June 17. '61.

Co. C. Capt. Geo. A. Bourne

Sergeant Eideon D. Gifford

Corporal Wm Cook

Privates

Abraham Russell

Edmund Rodman

J. Wash. Cook

Ed. R. Gaudier

Jas H. C. Richmond

Oliver P. Rightman

Ed. Knight

Wm. Lafay Rodman

R. C. Anthony

Wm R. Swift

H. A. Gifford Jr

Wm K. Fallman

J. C. Brock

W. Allen.

Fort Taber from June 8. to June 17. '61

C. D. Capt. R. Egan Jr.

Sergeant, W. Raymond

Corporal James Munihew
Privates

Thomas Bowen
Joshua Wilkey
B. Hutchins
Jas F. Trapp
Chas Hammond
Wm Sniff
Amel J. Gunney

Frank Lawrie
Otha Coffland
Timothy Sanaford
Vernon Terry
Thos Taber
Geo. J. Rogers
Wm L. Pittman.

The Commande takes pleasure in
upholding the uniform good conduct of the
several detachments, and their improvement
in drill.

By order of the Commande
E. P. H. Pennington
Aid.

Order No. 22.

New Bedford July 4. 1861

Capt. Geo. A. Bourne
Company C.

You are hereby commanded
to detail from your Company a Sergeant
Corporal and four teen privates for active du-
ty at Fort Phoenix during the term of one
week from the 1st day of July, at 3 o'clock
P.M. The men thus detailed will be supplied
with ball cartridges, and during their term
of service will be under strict military dis-
cipline.

You will require daily reports from
the Officer in command of the detachment,
and furnish yourself a weekly report to
the Commande at Head Quarters.

The Commande directs that no
indecent spirit be allowed under any circum-
stances within the fort; and suggests, that
the men will be expected, to confine them-
selves, in the main, to the ration provided

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by the Committee of the House of Representatives.
By order of the Commanding
C. D. Pendleton
aid.

Order N^o. 23

Head Quarters July 4. 1861

Capt. R. Egan Jr

Company D.

You are hereby Commanded to detail from your Company, a Sergeant, Corporal and fourteen privates for active duty during the term of one week from the sixth day of July will at Fort Sabu, at 3 o'clock P.M. The men thus detailed will be provided with full cartridges, and during their term of service, will be under strict military discipline.

You will require daily reports from the Officer in Command of the Detachment, and furnish yourself a weekly report to the Command at Head Quarters.

The Commanding directs that no ardent spirits be allowed under any circumstances, within the Fort; and suggests that the men will be expected to confine themselves in the main, to the ration provided by the Committee on the House of Representatives.

By order of the Commanding
C. D. Pendleton
aid

Order N^o. 24.

Head Quarters July 9. 1861

Capt. H. L. Thomas

Company A.

You are hereby Commanded to detail from your Company, a Sergeant, Corporal and fourteen privates for active duty at Fort Sabu during the term of one

went from the 13th day of July inst. at 9 o'clock AM. The men thus detailed will be provided with ball cartridges, and during their term of service will be under strict military discipline.

You will require daily reports from the Officer in Command of the detachment and furnish yourself a weekly report to the Command at Head Quarters.

The Commande directs that no ardent spirits be allowed, under any circumstances within the Fort; and suggests that the men will be expected to conform themselves, in the main, to the regulations provided by the Committee of the House of Representatives.

By order of the Commande
C. P. Randall
aid.

Order No. 25.

New Bedford July 9. 1861.

Capt. Wm. S. Cobb,

Company B.

You are hereby commanded to detail from your Company, a Sergeant, Corporal and four privates for active duty at Fort Phoenix, during the term of service from the 13th of July inst. at 3 o'clock AM. The men thus detailed will be provided with ball cartridges; and during their term of service will be under strict military discipline.

You will require daily reports from the Officer in Command of the detachment, and furnish yourself a weekly report to the Command at Head Quarters.

The Commande directs that no ardent spirits be allowed, under any circumstances, within the Fort; and suggests,

that the men will be expected to confine themselves in the main to the stations provided by the Committee of the House of Ash Guard.

By order of the Commandant
C. F. H. Heston
Aid.

Texas Papers July 10, 1861

To the Hon. Isaac C. Taber
Mayor of

The Commandant of the House and Coast Guard respectfully reports, that since the date of his last communication, the Forts have been garrisoned as follows:

Fort Phoenix from June 17. to June 24, 1861
Company B. Capt. Wm. S. Cobb
Sergeant Wm. D. Alden
Corporal R. D. Eldridge
Privates

John H. Taylor	Geo. D. Davis
Benjamin Spague	Charles Howland
H. W. Briggs	Thomas P. Fisk
W. H. Greene	Isaiah Wilcox
Zeus W. Wood	R. W. Smith
Geo. J. Booth	Geo. S. Weaver
James L. Wilbow	J. W. Robertson

Fort Taber from June 17. to June 24, 1861
Company A. Capt. A. F. Thomas
Sergeant John H. Chapman
Corporal Noratio Wood
Privates

John W.	John Richardson
John W. Fullin	Hubert Cattle
Thomas R. Dunn	Edward Crocker
Jon. A. Bullard	Gideon D. Howland
J. K. S. Nye	John Washburne
B. T. Smith	B. S. Jenkins
H. K. W. Lucas	Wm. J. Chadwick
W. A. Fisher	

Fort Phoenix From June 24 to June 29, 1861.
Company D. Capt. R. Egan Jr.

Sergeant

Corporal

Privates

The names of the men detailed were
not given in the report of Capt. Egan to
the commander.

Fort Taber From June 24 to June 29, 1861
Company C. Capt. Geo: A. Bourne

Sergeant John W. Wood

Corporal Geo: D. Matthews

Privates

Wm H. Tallman
C. S. Cummings
Jot A. T. Eddy
Thomas Brown
J. W. Cook
Geo: W. Topham
J. G. W. Pope

G. E. Thornton
Abm Russell
S. W. Leonard
M. G. Howe
Wm F. Brown
R. T. J. Juncy
Wm R. Swift.

Fort Phoenix, From June 29 to July 6, 1861
Company A. Capt. N. F. Thomas

Sergeant Edward F. Taber

Corporal Seth R. Thomas

Privates

Chas. C. Dumbau
R. B. Purinton
Wm H. Disbee
G. D. Howland
G. S. Dater
J. A. Davis
J. K. S. Mice

J. B. Dune
C. H. Disbee
G. R. Paddock
Wm H. Fisher
C. L. Thompson
J. W. Pumphrey
Horatio Wood.

Fort Tabu from June 29. to July 6. 1861
 Company B. Capt. Cobb
 Sergeant R. D. Eldredge
 Corporal Allen P. Wilcox
 Privates

J. H. B. Peckham
 Geo. S. Weaver
 C. D. Fisher
 Wm. P. Prill
 L. W. Footman
 R. D. Hatch
 Isaac C. Root

Callan Chase
 Albert F. Vincent
 Wm. M. Neiden
 J. W. Robertson
 Geo. D. Davis
 Chas. H. Hines
 R. W. Smith.

The Command has the honor to inform you, that Carriages have been furnished for the two twelve pound rifled Cannon, supplied by the state, and they have been mounted at Fort Tabu. The firing of the morning and evening guns at the Fort have been discontinued with. The Command has further to report, that the Cook recently employed at Fort Phoenix has been discharged, having absented himself from duty without any assignable cause.

By order of the Command
 C. P. Perreault
 Aid.

Provisions used on board Ship Champion of
The voyage commencing September 22nd A.D. 1853 from

1853	Ref	Emb	Port	Ref	Bread 1853	Water 1853
October 1853	1		1853		Sep 24 th 5h	Potato the 1 st 300 Gall
" 11 th	1	1	July 1	1	October 13 th 5h	" the 12 th 300 Gall
" 23 rd	1	1	" 21 st	1	" 27 th 4h	" the 25 th 160 Gall 3
November 2 nd	1	1	August 1 st	1	November 8 th 5h	" the 30 th 300 Gall 3
" 8 th	1	1	" 19 th	1	" 29 th 5h	November the 1 st 300 Gall 3
" 15 th	1	1	" 19 th	1	December 13 th 4h	" " 16 th " Gall 3
" 25 th	1	1	" 26 th	1	" 28 th 5h	" " 23 rd " Gall 3
December 5 th	1	1	Sep 3 rd	1	January 2 nd 4h	" " 27 th 150 Gall 3
" 18 th	1	1	" 11 th	1	February 2 nd 5h	December the 5 th 240 Gall 3
" 21 st	1	1	Sep 13 th	1	" 21 st 4h	" 10 th 300 Gall 3
January 1 st	1	1	" 20 th	1	March 9 th 5h	" 11 th 200 Gall 3
" 9 th	1	1	" 27 th	1	" 28 th 4h	" 21 st 300 Gall 3
" 17 th	1	1	Oct 2 nd	1	April 27 th 2h	" 28 th 300 Gall 3
" 25 th	27 th	25 th	" 10 th	1	May 12 th 4h	January 24 th 300 Gall 3
" 31	31 st	31 st	" 16 th	1	" 24 th 4h	" 1 st 240 Gall 3
February 3 rd	3 rd	3 rd	" 22 nd	0	June 10 th 4h	" 15 th 300 Gall 3
" 13 th	1	1	" 24 th	1	July 4 th 5h	" 21 st 250 Gall 3
" 25 th	1	1	" 29 th	1	" 25 th 5h	" 28 th 300 Gall 3
March 6 th	1	1	March 2 nd	1	August 25 th 5h	February 5 th 300 Gall 3
" 13 th	1	1	" 8 th	1	September 25 th 5h	" 11 th 300 Gall 3
" 31 st	1	1	" 25 th	1	October 12 th 5h	" 19 th 300 Gall 3
April 10 th	1	1	Dec 1 st	1	1853	" 26 th 300 Gall 3
" 21 st	1	1	" 1 st	1	January 7 th 5h	March 2 nd 250 Gall 3
" 28 th	1	1	" 17 th	1	April 8 th 4h	" 9 th 300 Gall 3
May 3 rd	1	1	" 20 th	1	May 22 nd 4h	" 18 th 300 Gall 3
" 13 th	1	1	" 26 th	1 1/2	June 1 st	April 1 st 300 Gall 3
" 18 th	1	1	" 29 th	1		" 13 th 300 Gall 3
" 21 st	1	1	" 15 th	1		" 28 th 200 Gall 3
June 3 rd	1	1	" 23 rd	1 1/2		" 28 th 300 Gall 3
" 9 th	1	1	Feb 5 th	1		" 30 th 300 Gall 3
" 16 th	1	1	" 13 th	1 1/2		May 1 st 300 Gall 3
" 21 st	1	1	" 14 th	1 1/2		" 13 th 300 Gall 3
" 26 th	1	1	June 3 rd	1 1/2		" 21 st 300 Gall 3
July 2 nd	1	1	" 17 th	1		" 27 th 300 " "
" 11 th	1	1	" 31 st	1		June 1 st 300 " "
" 17 th	1	1	Oct 2 nd	1		

New Bedford On a Whaling Voyage (Capt Matamoros)
the port of New Bedford (J. D. Thompson Agent) (Master)

1853	1853	1853	1853
Septem	Septem 20 th in Boat	Sept 20 th 90 Gal	Coffee
"	October 10 th two Bales	November 8 th 90 Gal	Plain 1853
November	November 1 st two Bales	December 19 th 90 Gal	Aug 15 th 1 Bale
"	" 6 th " "	February 23 rd 88 Gal	" 25 th one Bale
"	" 17 th one bale	May the 15 th 90 Gal	June 12 th one Bale
December	the 19 th one half bale	July the 10 th 90 Gal	" 21 st 1 Bale
"	" 30 th one bale	October 10 th 90 Gal	July 17 th 1 Bale
January	the 17 th 2 bales	April 8 th 90 Gal	" 26 th 84 Bales
"	the 28 th 1 bale		August 10 th 1 Bale
February	the 8 th 1 bale		" 27 th 1 Bale
"	the 21 st 1 bale	March 1853	September 16 th 2 Bales
"	the 28 th 1 bale	March 7 th 4 Bales	" 27 th 1 Bale
March 16 th	the 15 th 1 bale	May 17 th 24 1/2 bales	October - 5 th 3 1/2 Bales
April 6 th	1 bale		November 10 th 3 1/2 Bales
" 27 th	2 1/2 bales		January 5 th 2 1/2 Bales

1853	Butter 1853	Sugar	Beans 1853
Septem	One cagg of Butter		October 1 st one 60 Beans
November	One cagg of Butter	Oct 23 rd first time	March 8 th one 90 "
December 9 th	" "	November 17 th One cagg	
January 9 th	" "	December 1 st " "	But 1853
March 20 th	" "	February 15 th four cagg	April 1 st 2
May 29 th 1853	" "		May 2 nd 1
July 6 th 1853	" "		" 14 th 2
September 1853	" "		" 25 th 1
October 27 th 1853	" "		June 1 st 1
December 1853	" "		" 8 th 1
			" 14 th 1
			" 21 st 1
			" 27 th 1 1/2

Oil that was taken on board Ship *Champion* of New
 Bedford Capt (Waterman Master) The Voyage commencing
 September the 2nd A.D. 1853

1853		1853		1854		1855	
October 2 nd	Spinn	Decemb 23 rd	oil	March 2 nd	oil	January 15 th	
150		153		256		150	
170		190		167		250	
153		159		109		177	
171		158		109		251	
167		158		115		167	
240		90		167		199	
240		109		170		160	
160		121		170		173	
150 x	1579	180		197		173	
172		190		109		93	
149		130		189		105	
100		158		237		112	
156		2122		248		180	
156		234		240		150	
257		230		252		105	
435		247		248		195	
175		239		270		150	
175	1742	239		170		150	5885
9583	3021	250		153		2835	
March 8 th	Spinn	150		165			
188		165		262			
100		150		197			
266		147		128	4058		
239		230		258			
177		165		120			
177		218		178			
106		68		170			
155		160		127			
269		220	2675	257			
102		1568	4897	167			
190				127			
200				240			
150				257	1960		
3800	2180			18865	5918		
58820							

Oil that was taken on board Ship Champion of New Bedford
Capt Waterman Master the Voyage commencing Sept 22 1853

Right Whale oil	1854 June 1 st		June 12 th 200		1854 June 1 st		June 22 nd 1854	July 16 th
	230		150		247		90	250
	232		247		250		220	256
	138		250		250		225	250
	138		247		250		225	250
	190		247		190		148	250
	190		258		190		148	250
	138		256		190		216	200
	138		145		190		115	160
	190		151		138		240	150
Barns head	230	1817	165		138		180	1707
	576		250		138		3545	250
	June 16 th		258		138	2309	July 15 th 1854	164
	171		118		R		240	120
	176		119		249		250	8868
	175		120		257		90	
	170		146		238		237	July 27 th
	230		243		250		175	250
	118	980	149		252		150	190
	328		252		243		135	110
Barns head	June 20 th 1854		145		251		150	225
	263		119		179		150	1749
	191		149	3447	151		528	8304
	156		1418		167		July 21 st 1854	July 29 th
	144		June 22 nd 1854		119		180	98
	258		274		150		160	265
	176		240		165	1124	107	107
	170		90		1588		155	195
	146		210		June 21 st 1854		164	107
	119		152		210		228	194
(230)	129	1688	186		175		240	180
	3540		151		179		110	3288
	June 23 rd 1854		130		200		3728	
	240		130		119			(152)
	280		240	2043	119	972		
	220	740	3663		3314			(30243)

Cel. that was taken on board Ship Champion of Penn
Bay. Capt. Motman Master the Voyage commencing Sept
the 2nd of 1853

[illegible]

Oil that was taken on board Ship Champion of New Bedford (Lat 239)
 (Waterman master) the voyage commencing September 22nd A.D., 1853

September 23 ^d	1854
318	B. Buck, etc
307	
280	
286	
266	
304	2099
340	
8665	

September 27 ^d	1854
303	B. Buck, etc
326	
337	
275	
334	
325	
308	
313	
288	
371	
340	4112
306	
317	
81305	

October 7 ^d	1854
338	B. Buck, etc (1818)
330	
308	
313	
230	
140	
144	
120	2183
260	
8685	



LIFE, PERSONAL APPEARANCE, CHARACTER, AND MANNERS OF GENERAL TOM THUMB.

CHARLES S. STRATTON, universally cognominated *General Tom Thumb*, Junior, was born January 11th, 1832, and is consequently eleven years old at the date of this memoir.

His parents are people of the common size, with nothing at all remarkable in their physical or mental organization. At his birth, the General, for by this title we must call him, weighed nine pounds and two ounces, which is rather greater than the average weight of children at their birth. There were no extraordinary circumstances attending his advent, or preceding it, and he was considered a very handsome, hearty, and promising boy. Nothing remarkable was noticed respecting him, until he was about five months old, when he weighed fifteen pounds, about which time his parents and their neighbors began to remark that he did not continue to grow. Still, there was no indication of disease—the child grew in maturity if not in dimensions, and expecting that he would soon take a start, his parents thought little of the matter. Time passed on, however, and the General remained in *statu quo*, growing remarkably strong, playful, active, intelligent, and handsome—increasing in vigor and the manliness of his proportions, but not increasing one inch in height, or one ounce in weight; and it is proper to state that he has always enjoyed a fine appetite, partaking freely of the ordinary dishes found upon the tables of the laboring classes, has refreshing sleep, and has always been in the most perfect health, with the exception of those slight colds, &c., to which the best regulated constitutions are sometimes liable. Subsequent to his birth, his parents have had two other children, who are now well grown and interesting girls of nine and seven years of age. There is nothing in his history or appearance, or of his family, to give the least clue to the astonishing phenomena which he exhibits.

It is very difficult to form a proper idea of the personal appearance of this extraordinary personage. The imagination cannot conceive the possibility of such extreme littleness; and we find it very difficult, even with the help of drawings, to think of a perfect miniature man, only TWENTY-FIVE INCHES HIGH, and so perfect and elegant in his proportions, as to weigh only FIFTEEN POUNDS!

When standing upon the floor, and walking about the room, which he does, dressed in the most elegant and fashionable manner, with all the grace and dignity of the finished gentleman, his head scarcely reaches the knees of a person of ordinary stature, and is about on a level with the seats of the chairs and ottomans of the drawing room.

All his limbs are of the most elegant proportions; his head of the proper size, and beautifully developed, with the handsomest limbs, and prettiest little feet and hands ever seen. His boots are perfect Wellingtons, made from the softest kid, by the most fashionable artists; his clothes are made by the best tailors, and his gloves are, of necessity, furnished to order, for nothing so small and fairy-like are ever otherwise manufactured. His canes, of which he has several, are about ten or twelve inches long, and his hats, for all his different costumes, are of themselves curiosities.

The General has a light complexion, light hair, fresh, rosy cheeks, large beautiful dark eyes, a fine forehead, a handsome mouth, and great vivacity of expression, and hilarity of behavior.

The Editor of the *Courier and Enquirer*, Col. Webb, whom the General visited soon after his arrival in New York, thus describes him, in that paper:—

"SOMETHING NEW UNDER THE SUN.—While quietly discussing our dinner yesterday, we were honored with a very unceremonious visit from no less a personage than the distinguished *General Thomas Thumb*. We were somewhat annoyed at the interruption at first; but discovering its cause and the honor conferred upon us, very quietly proceeded in the operation of carving a turkey, which the companion of the General assured us weighed more than his grace. We were somewhat disposed to question this; but when informed that *GENERAL THUMB weighs precisely fifteen pounds two ounces!* we admitted the truth of the assertion, and placed the General along side of our plate to superintend the operation of carving. He took his station with great sang froid, and amid the roar of our little ones, quietly kicked aside a tumbler of water which he considered dangerous in the event of his falling into it!

"As soon as we had carved the turkey to his satisfaction, he very gracefully walked around the table, at the risk of being drowned in a wine glass, paid his respects to all who were sitting around it, and selected a seat for himself, in which he ate a very hearty dinner, and drank the health of all present in a glass of *Malmsey*.



"All this may appear fiction to the reader; but it is sober truth. General THUMB is eleven years of age, weighs fifteen pounds two ounces, and is exactly twenty-five inches high! Beyond all question, he is the greatest DWARF of whom we have any account, being smaller than Sir JEFFREY HUDSON, (who was actually served up in a *Pige* for the amusement of guests,) and along-side of whom Major STEVENS declares himself to be a *Giant*! Of a reality, he is the greatest curiosity we have ever seen; and we are quite sure that all who omit to pay their respects to him, at the *American Museum*, will forever regret it.

"The gentleman who accompanied the General, informs us that at his birth he weighed nine pounds and a half, and acquired his present weight at the age of six months; since which period he has not varied at any time a half pound from his present weight—15 lbs. 2 oz. No description can possibly enable the reader to form any idea of the *diminutiveness* of this little gentleman, or of the peculiar impression made upon one by his dress and manners. His tailor has certainly exhibited tact and talent in *fitting* so extraordinary a figure, which by the bye, is well proportioned; but we shrewdly suspect that his CANE is no more or less than the handle of a steel pen with a button on the largest end of it."

In strength, activity, and vivacity, the General is remarkable. He often amuses himself by taking hold of a cane with one or both hands, and being carried about the room, which a man can easily do with one hand. He is constantly engaged in walking about, talking, and in various pastimes and employments, from early in the morning till late at night, without showing any signs of fatigue, and seems the happiest little fellow in the world.

Never was a human being, of any size, ever blessed with a kinder heart, or a more excellent disposition. He never forgets an acquaintance, and cherishes his friends with the greatest affection. There is something extremely winning in his manners, and this, with his strange beauty, has made many persons, and especially ladies, so strongly attached to him as to become his almost daily visitors. Children are always delighted with him, and little girls are his especial favorites. He receives all his visitors with a cordial and courtly grace; shaking hands, and kissing the ladies, which it is impossible to prevent his doing, and which he appears to enjoy, especially, when done roguishly, or by stealth, with extreme gusto. During his Southern Tour, early in the Spring of 1843, when he was visited by immense crowds in every Atlantic city, he boasts, among his other adventures, of having kissed six thousand ladies.

It is natural to suppose that the smallness of brain should limit the development of his intellectual faculties, and such is probably the case, but from obvious circumstances, the General's education has been neglected. There is, however, no lack of intelligence, or aptitude to learn, and the General is now advancing in reading, music, &c., with every prospect of a rapid proficiency.

Of course, General Tom Thumb has been the greatest attraction, made a strong sensation, and drawn admiring crowds in every place which he has visited. At the *American Museum* in New York, he was seen during a few weeks by more than eighty thousand persons. In Philadelphia, Boston, Baltimore, Charleston, &c.; his success was not less remarkable. It is true that the other attractions of the *American Museum* are of the highest order, and that under the management of Mr. Barnum, it ranks with the first establishments of the kind in the world; but unquestionably General Thumb has proved, in all his engagements, its greatest card.

While at this popular establishment, his levees at all hours were crowded by the wealth, fashion, and intelligence of the metropolis, and by thousands of strangers arriving and departing. These he welcomed, in the great reception hall of the Museum, and after showing them the splendid Fountain and thousands of beautiful curiosities, with which it was crowded, he appeared again on a raised platform in the great hall, in the third story, where his Miniature Palace, Furniture, and Equipage, caused almost as much sensation as the General himself, and where, amid the million curiosities of nature and art, he was still the greatest wonder.

At each performance in the Splendid Exhibition Saloon, he walked upon the Stage, gracefully saluting the crowded audiences, and mounted upon a chair by an assistant, sang in a sweet voice, and with inimitable effect, a patriotic song, after which he retired, acknowledging by frequent bows, the rapturous plaudits he never fails of receiving.

A visit to the *Aerial Gardens*, on the roof of the Museum, to view the city by gas or moonlight, and witness the ascension of the illuminated Balloons, would close the pleasures and fatigues of one day of his strange existence.

